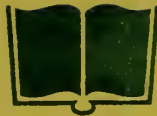


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ANNUAL REPORT

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PARKING AUTHORITY

City & County of San Francisco

PARKING AUTHORITY

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Staff:

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Honorable Joseph L. Alioto, Mayor
City and County of San Francisco
200 City Hall
San Francisco, California 94102



Dear Mayor Alioto:

On behalf of the Members of the Parking Authority and its Staff, I submit herewith the report of the San Francisco Parking Authority for the fiscal year 1971-1972.

Culminating almost three years of study, the Authority, working with the San Francisco Chamber of Commerce, has developed a plan for the construction of several garages to supplement those now serving the "core" area of downtown San Francisco.

The plan calls for the scattering of some ten structures, containing a total of approximately 1,000 parking spaces throughout the downtown area, so that the perils of congestion will be avoided. It is contemplated that parking meter rates in the downtown area will be increased substantially in order to provide a fund to subsidize these garages in the event that it becomes necessary to do so. Basic financing of the garages should, however, be by means of revenue bond sales with the parking meter fund serving merely as an additional source of monies if, and only if, needed.

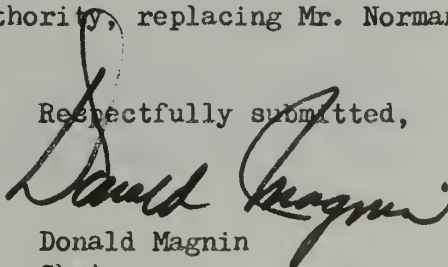
It is further contemplated that the garages be dedicated to serving the short-term, occasional parker and, therefore, it is anticipated that parking rates will be structured in a manner that will discourage long-term usage.

During the year, the Board of Supervisors borrowed \$1,536,580.11 from the Off-Street Parking Fund for the purpose of financing the construction of the Howard Street Sewer in the Yerba Buena Center Project. The Fund will be reimbursed from the sale of lease revenue bonds or from the sales tax account if said bonds are not sold by July 31, 1973.

While no new Neighborhood Parking Projects were completed during the year, preliminary studies were begun on several areas now without parking facilities. These include the Haight-Ashbury District, the Outer Irving District, and a re-study of the Union Street area.

During the year, Dr. Michael J. McFadden was re-appointed to a four-year term expiring October 26, 1975. Deputy City Attorney Edw. C. A. Johnson was appointed Legal Counsel to the Authority, replacing Mr. Norman Sanford Wolff who retired.

Respectfully submitted,



Donald Magnin
Chairman



THE PARKING AUTHORITY

CITY AND COUNTY OF SAN FRANCISCO

450 McALLISTER STREET - ROOM 603
SAN FRANCISCO, CALIFORNIA 94102
(415) 558-3651

MEMBERS:
DONALD MAGNIN
CHAIRMAN
FRANCIS H. LOUIE
MICHAEL J. McFADDEN, M.D.
ACHILLE H. MUSCHI
SERGIO J. SCARPA
...
ARTHUR S. BECKER
DIRECTOR

JOSEPH L. ALIOTO, MAYOR

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY

City and County of San Francisco
Fiscal year ending June 30, 1972

The report of the Parking Authority for the fiscal year 1971-1972, together with supplemental information, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) Quarterly Reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, consisting of the Director, and two Secretaries.

PARKING AUTHORITY BUDGET

1970-1971	\$43,242
1971-1972	\$49,571
Past ten-year average	\$43,479

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported completed and placed in operation during fiscal year 1971-1972:

822 stalls ...

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to

25,792 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Constructed and in Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

Name	Date Completed	Stall Capacity	Land Cost	Construction Cost	Total Project Cost
*Union Square Garage	September 11, 1942	1,081	\$ -0-	\$1,646,331	\$1,646,331
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-

<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
Civic Center Auto Park	December 18, 1953	276	-0-	\$ 31,000	\$ 31,000
St. Mary's Square Garage	May 12, 1954	828	\$ 417,513	2,300,000	2,717,513
Forest Hill Parking Plaza	July 1, 1957	20	-0-	-0-	-0-
**Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Civic Center Plaza Garage	March 1, 1960	840	-0-	4,298,822	4,298,822
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Fifth & Mission Garage Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Portsmouth Square Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural Center Garages	February 16, 1968	850	256,640	3,750,000	4,006,640
Fifth & Mission Garage Expansion II	February 6, 1970	316	258,100	1,188,700	1,446,800

*All debts of the Union Square Garage Corporation have been retired, and effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and nine months commencing October 1, 1967.

**Privately financed and operated until July 20, 1965, at which time it was acquired by the City.

Under Development in this Category

Sutter-Stockton Garage Expansion

This project is being developed jointly by the City of San Francisco Uptown Parking Corporation and the Parking Authority, subject to approval by the City.

A Letter of Intent has been received from the Corporation to finance and construct the expansion of the present garage by approximately 500 additional stalls. This is to be accomplished by using the land presently occupied by the City's Department of Social Services at the southeast corner of Bush and Stockton Streets and relocating this department to more modern offices at 166-170 Otis Street and 1350 Jessie Street.

Hearings are being scheduled by the appropriate committees of the Board of Supervisors.

Present estimates indicate the following physical and financial facts:

Location: 585 Bush Street, at the southeast corner of Stockton and Bush Streets.

Size: Approximately 200,000 square feet

Additional parking stalls: 500

Total parking stalls: 1,370

Estimated construction cost: \$4,100,000

Estimated cost of land acquisition: \$1,000,000

Architects: Lackey, Sokoloff, Hamilton & Blewett

Engineers: H. J. Degenkolb & Associates

Operator: City of San Francisco Uptown Parking Corporation

Management: System Auto Parks & Garages, Inc.

Operation: Self-parking

Parking Rates: Hourly parking

1 hour	25¢
2 hours	55¢
3 hours	85¢
4 hours	\$1.20
5 hours	\$1.60
6 hours	\$2.00

Parking rates: Hourly parking (cont'd)

7 hours	\$2.40
8 hours	\$2.80
9 hours	\$3.20
10 hours	\$3.30
24 hours (maximum)	\$3.30

Evening parking 85¢
6:00 PM to 2:30 AM

Overnight parking \$1.10
6:00 PM to 6:00 AM

Sunday parking 55¢
6:00 AM to 6:00 PM

First hour 20¢
Second hour 40¢
Third hour (maximum) 55¢

Weekend special \$1.65 maximum
6:00 PM Saturday to
6:00 PM Sunday

Monthly parking \$41.25
(with in and out privileges)

As existing monthly parking contracts are terminated by the present holders, monthly parking shall be limited to a maximum of 50 parking spaces; shall be on a month-to-month basis only; and shall be permitted only when and if said practice is not to the detriment of the transient parker.

Yerba Buena Garages

Since formal presentation of this project to the Parking Authority by the Redevelopment Agency during last fiscal year, meetings have been held by the Yerba Buena Center Public Facilities Advisory Board. Preliminary plans for the underground garages and partial exhibit hall work have been reviewed by the Bureau of Engineering. The City Engineer reports that the circulation plan is satisfactory, but requests additional information on the operational characteristics when they become available.

The Parking Authority was requested to approve the use of Off-Street Parking Funds in the amount of \$1,536,580.11 for relocation of the Howard Street sewer to allow construction of the Yerba Buena Convention Center to proceed.

This action was approved by the Parking Authority June 15, 1972, and subsequently by the Board of Supervisors, with the condition that the Off-Street Parking Fund be reimbursed from the sale of lease revenue bonds or in any event, from the sales tax account of the general fund by July 1, 1973, said account to be repaid from the sale of revenue bonds when the proceeds are available.

Fiscal Developments in this Category

Civic Center Plaza Garage

System Auto Parks & Garages, Inc., professional operator of this facility, petitioned the Parking Authority to recommend to the Board of Supervisors an adjustment in the rate schedule which would permit special event evening parking at a rate of \$1.00, plus tax, per vehicle, payable at the time of entry, for events in the Civic Center area.

The Parking Authority approved this request, referred legislation to the Board of Supervisors, which was adopted to become effective May 26, 1972.

Golden Gateway Garage

Concurrent with the establishment of a bicycle path between the Marina and the Financial District, the City Engineer suggested that the Golden Gateway Garage would be a most favorable site for bicycle parking and recommended installation of bicycle racks in this facility.

The Parking Authority investigated this suggestion, approved it and legislation was adopted by the Board of Supervisors to become effective December 29, 1971.

Japanese Cultural Center Garages

At the request of the City of San Francisco Western Addition Parking Corporation, as Lessee, and National-Braemar, Inc. and C & P Service, operators of the Japanese Cultural Center Garages, the Parking Authority was petitioned to recommend to the Board of Supervisors that rates be adjusted to provide a special all-day perimeter parking rate of \$1.00 for automobiles parked between the hours of 7:00 AM and 9:00 AM and leaving not later than 7:00 PM the same evening, Monday through Friday only, with no in and out privileges.

The Parking Authority approved this request, legislation was adopted by the Board of Supervisors and the new rate became effective February 10, 1972.

Marshall Square Parking Plaza

At the request of Allied Auto Parks, Inc., as Lessee of the Marshall Square Parking Plaza, the Parking Authority was petitioned to recommend to the Board of Supervisors an adjustment of the parking rates to accommodate monthly parkers at a rate of \$22.50.

The Parking Authority investigated this request, approved it, legislation was adopted by the Board of Supervisors, and the new rate became effective March 23, 1972.

Portsmouth Square Garage

During the fiscal year, this garage has been modernized and renovated for the first time during its ten years of service. At the request of the City of San Francisco Portsmouth Plaza Parking Corporation, the Parking Authority approved plans and specifications for replacement and modernization of two elevators; repainting the interior, including new striping of parking lanes; moving and replacing the tool shed for the Recreation and Park Department; and other necessary renovation of the lighting system.

San Francisco Municipal Parking Tax

Legislation reducing the Off-Street Parking Tax from 25% to 10% was approved by the Board of Supervisors to become effective July 1, 1972.

This necessitated revision of the rate schedules at all City-controlled parking facilities and adjusting the rates to the nearest 5¢ interval.

New rate schedules were approved by the Parking Authority and the Board of Supervisors and posted at all facilities by the effective date.

The Parking Authority will continue to monitor the effect of the reduced parking tax on public and private garage revenues.

Downtown Short-term Parking Plan

Under date of April 3, 1972, the Downtown Short-term Parking Plan was presented to Mayor Joseph Alioto and the Board of Supervisors, and was referred to the Joint Finance and Fire, Safety and Police Committee on June 19, 1972 by Supervisor Francois for public hearings.

This plan recommends that several small garages be constructed within the "core area" at scattered locations to provide approximately 1,000 spaces and the same convenience as on-street parking. Rates should be scaled to attract short-term parking and discourage long-term parking.

In order to finance this plan, parking meter rates in the downtown area should be increased and the revenues placed in the Off-Street Parking Fund. Under this plan it is estimated that approximately \$500,000 in additional revenue could be generated each year to finance the new garages. A non-profit corporation should be formed for the purpose of constructing and operating the new garages. The corporation would issue bonds backed by revenues accruing to the Off-Street Parking Fund. The Parking Authority will soon hold public hearings to review the proposal.

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,568 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 7,252 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Constructed and in Operation in this Category

Mission-Bartlett Parking Plaza	250 stalls
*Lakeside Village Parking Plazas I and II	49 stalls
Seventh and Harrison Parking Plaza	<u>270 stalls</u>
	<u>569 stalls</u>

*The City originally acquired the sites for the two Lakeside Village neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard and Ocean and Nineteenth Avenues, constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing October 1, 1956. On January 28, 1965, the merchants' association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the Neighborhood Off-Street Parking Program. In March, 1965, the Lakeside Village Parking Plazas I and II were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961 for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

25 public parking lots, and
4 public parking garages, in
17 neighborhood shopping districts, with
1,102 parking stall total capacity, for
\$5,840,375 estimated approximate cost

In the Union Street Neighborhood District, property located at 2224-30 Union Street was suggested as a possible site for an off-street parking facility to serve this area.

In the City Engineer's analysis of this site, he concluded that there is need for short-term parking and that a parking facility at this site would be a valuable asset for this business district at a rate comparable with the existing street parking meter rate.

As requested by the Parking Authority, the Real Estate Department proceeded with its appraisal of acquisition costs for this parcel of property. This appraisal determined that the property has been sold and a building permit obtained to renovate and remodel the building. Therefore, further effort to acquire the property for use as a parking lot site would not be desirable at this time.

At the request of the Haight-Ashbury Merchants and Improvement Association and the Irving Street Merchants Association, the City Engineer has been asked to re-survey these neighborhoods to determine the need for off-street parking facilities.

Upon completion of the neighborhood parking program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	31
Number of parking stalls	1,616

Financing Time Schedule

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from moneys now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1972. These are accruing from parking meter revenues at the rate of approximately \$400,000 a year.
2. The Neighborhood Parking Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and in operation: 21

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Eureka Valley (Castro Street)	21	\$ 79,773
Eureka Valley (Collingwood Street)	21	143,838
West Portal (West Portal Avenue)	20	135,490
West Portal (Claremont-Ulloa Streets)	24	201,022
Geary (Geary Boulevard)	22	101,133
Geary (18th-19th Avenues)	36	164,486

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Inner Irving (8th-9th Avenues)	36	\$ 208,392
Outer Irving (20th Avenue)	25	111,017
Noe Valley (24th Street)	16	53,948
Portola (Felton Street)	15	42,451
Mission (16th and Hoff Streets)	72	284,096
Mission (24th and Capp Streets)	19	91,956
Clement (8th Avenue)	33	153,255
Clement (9th Avenue)	28	108,441
*Lakeside (Junipero Serra and Ocean Avenue)	20)	42,035
*Lakeside (19th and Ocean Avenues)	21)	
North Beach (Vallejo Street)	163	967,695
Marina (Pierce Street)	82	871,094
Polk (Redding School)	40	257,000
Excelsior (Norton-Harrington Streets)	30	131,225
Bayview (Palou-Mendell Streets)	<u>15</u>	<u>91,828</u>
	759	\$4,240,175
<u>Projects re-referred and under study: 3</u>		
Haight-Ashbury (Haight-Cole Streets)	32	\$ 138,600
Polk (Sacramento Street)	56	243,000
Union (Fillmore-Filbert Streets)	<u>53</u>	<u>473,600</u>
	141	\$ 855,200
<u>Projects requiring new site recommendations, primarily because of interim changes in original use: 5</u>		
Clement (6th Avenue)	28	\$ 74,500
Outer Irving (23rd Avenue)	40	213,000
Portola (San Bruno Avenue)	22	47,000
Mission (18th and Capp Streets)	38	154,000
Mission (Capp near 20th Street)	<u>74</u>	<u>256,500</u>
	202	\$ 745,000
	<u>1,102</u>	<u>\$5,840,375</u>

*Transferred to Neighborhood Off-Street Parking Program
March, 1965.

Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1. Completed

a. 1971-1972	822 stalls
b. 1949-1971	<u>24,970</u> "
c. Total	25,792 "

11. Total under No. 1 25,792 stalls

Policy Point No. 2: (Public-private financing)

1. Completed

a. 1971-1972	-0- stalls
b. 1949-1971	<u>9,061</u> "
c. Total	9,061 "

11. Under development

a. 1971-1972	500 stalls
--------------	------------

111. Total under No. 2 9,561 stalls

Policy Point No. 3: (Public financing)

1. Completed

a. 1971-1972	-0- stalls
b. 1949-1971	<u>1,287</u> "
c. Total	1,287 "

11. Under development

a. 1971-1972	343 stalls
--------------	------------

111. Total under No. 3 1,630 stalls

GRAND TOTAL 36,983 stalls

The actual projected total cost of this program is approximately \$55 million, of which, under the Parking Authority's program and policy, only about \$9 million will have required public financing; roughly only about 16% of the total.

COMPARATIVE STATEMENTS
San Francisco Municipal Parking Facilities
1971-72

FACILITY	GROSS INCOME			RENT PAID CITY		
	1970-71	1971-72	Increase (Decrease)	1970-71	1971-72	Increase (Decrease)
Civic Center Auto Park	\$ 125,708.11	\$ 101,315.43	\$-24,392.68 -19.4%	\$108,055.37	\$ 86,676.02	\$-21,379.35 -19.7%
Civic Center Garage	435,727.95	437,104.30	1,376.35 0.3%	*	*	
Ellis-O'Farrell Garage	753,250.88	740,765.10	-12,485.78 - 1.6%	*	*	
Forest Hill Parking Plaza	804.00	804.00		804.00	804.00	
Fifth & Mission Garage	869,878.07	751,890.10	-117,987.97 -13.5%	*	*	
Golden Gateway Garage	796,072.48	869,574.35	73,501.87 9.2%	*	*	
Japanese Cultural Center Garage	136,152.04	167,405.09	31,253.05 22.5%	*	*	
Marshall Square Parking Plaza	52,083.10	47,544.99	-4,538.11 -8.7%	33,200.64	31,340.87	-1,859.77 -5.6%
Mission-Bartlett Parking Plaza	45,292.98	43,631.42	-1,661.56 -3.6%	24,005.67	23,237.38	- 768.29 -3.1%
Portsmouth Square Garage	615,093.48	606,261.18	-8,832.30 -1.4%	*	*	
St. Mary's Square Garage	944,327.63	844,097.28	-100,230.35 -10.6%	40,945.44	37,885.16	-3,060.28 -7.4%
Seventh & Harrison Parking Plaza	33,693.49	31,784.29	-1,909.20 -5.6%	23,821.35	22,471.60	-1,349.75 -5.6%
Sutter-Stockton Garage	838,959.15	846,811.71	7,852.56 0.9%	*	*	

1. The first part of the report is a general statement of the purpose and scope of the study. It is followed by a brief review of the literature on the subject.

2. The second part of the report is a description of the methods used in the study. This includes a discussion of the subjects, the instruments used, and the procedures followed.

3. The third part of the report is a presentation of the results of the study. This is done in the form of a series of tables and graphs, which are accompanied by a detailed discussion of the findings.

4. The fourth part of the report is a discussion of the implications of the findings. This includes a consideration of the theoretical and practical significance of the results, and a suggestion for further research.

5. The fifth part of the report is a conclusion. This is a brief summary of the main findings of the study, and a statement of the author's conclusions.

6. The sixth part of the report is a list of references. This is a list of all the sources of information used in the study, and is arranged in alphabetical order.

7. The seventh part of the report is an appendix. This contains any additional material that is relevant to the study, but which is too large to include in the main text.

COMPARATIVE STATEMENTS
San Francisco Municipal Parking Facilities
1971-72

FACILITY	GROSS INCOME			RENT PAID CITY		
	1970-71	1971-72	Increase (Decrease)	1970-71	1971-72	Increase (Decrease)
Union Square Garage	\$1,247,300.38	\$1,379,908.96	\$132,608.58 10.6%	\$629,344.41	\$636,572.56	\$ 7,228.15 1.1%
Vallejo Street Garage	<u>67,435.90</u>	<u>80,657.05</u>	<u>13,221.15</u> 19.6%	<u>42,927.14</u>	<u>50,376.03</u>	<u>7,448.89</u> 17.3%
TOTALS	<u>\$6,961,779.64</u>	<u>\$6,949,555.25</u>	<u>\$-12,224.39</u> -0.1%	\$903,104.02	\$889,363.62	-\$13,740.40 -1.1%

* In the case of Civic Center Plaza Garage, Ellis O'Farrell Garage, 5th and Mission Garage, Golden Gateway Garage, Japanese Cultural Center Garage and Sutter-Stockton Garage, under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

FACILITY	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED		
	1970-71	1971-72	1970-71	1971-72	1970-71	1971-72	Increase-Decrease
Civic Center Auto Park	\$ 602.00	\$ 104.32	\$ 108,657.37	\$ 86,780.34	123,132	103,842	-19,290 -15.6%
Civic Center Plaza Garage					438,662	428,791	- 9,871 -2.2%
Ellis-O'Farrell Garage	63,138.00	63,045.33	63,138.00	63,045.33	450,905	455,108	4,203 0.9%
Forest Hill Parking Plaza			804.00	804.00	22,950	22,950	
5th & Mission Garage	86,310.00	80,747.03	86,310.00	80,747.03	1,266,244	1,214,386	-51,858 -4.1%
Golden Gateway Garage	104,675.00	103,415.33	104,675.00	103,415.33	340,260	366,934	26,674 7.8%
Japanese Cultural Center Garage	23,396.00	23,232.25	23,396.00	23,232.25	122,570	155,106	32,536 26.5%
Marshall Square Parking Plaza	2,435.00	2,539.64	35,635.64	33,880.51	49,998	44,697	- 5,301 -10.6%
Mission-Bartlett Parking Plaza	548.00	544.21	24,553.67	23,781.59	190,309	185,943	- 4,366 -2.2%
Portsmouth Square Garage	38,139.00	35,007.50	38,139.00	35,007.50	603,896	623,969	20,073 3.3%
St. Mary's Square Garage	35,831.00	35,262.10	76,776.44	73,147.26	361,311	333,497	-27,814 -7.6%
7th & Harrison Parking Plaza	1,442.00	731.98	25,263.35	23,203.58	101,143	101,753	610 0.6%
Sutter-Stockton Garage	55,831.00	51,715.63	55,831.00	51,715.63	779,123	792,520	13,397 1.7%
Union Square Garage	70,510.00	65,273.08	699,854.41	701,845.64	855,582	873,038	17,456 2.0%

Date		Description		Amount		Balance		Total	
1900	Jan 1	Balance		100.00		100.00		100.00	
1900	Jan 15	Interest		5.00		105.00		105.00	
1900	Feb 1	Interest		5.00		110.00		110.00	
1900	Mar 1	Interest		5.00		115.00		115.00	
1900	Apr 1	Interest		5.00		120.00		120.00	
1900	May 1	Interest		5.00		125.00		125.00	
1900	Jun 1	Interest		5.00		130.00		130.00	
1900	Jul 1	Interest		5.00		135.00		135.00	
1900	Aug 1	Interest		5.00		140.00		140.00	
1900	Sep 1	Interest		5.00		145.00		145.00	
1900	Oct 1	Interest		5.00		150.00		150.00	
1900	Nov 1	Interest		5.00		155.00		155.00	
1900	Dec 1	Interest		5.00		160.00		160.00	
1900	Dec 31	Balance		160.00		160.00		160.00	

FACILITY	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED		
	1970-71	1971-72	1970-71	1971-72	1970-71	1971-72	Increase-Decrease
Vallejo Street	\$ 4,070.00	\$ 3,341.63	\$ 46,997.14	\$ 53,717.66	101,689	137,259	35,570
							34.9%
TOTALS	<u>\$486,927.00</u>	<u>\$464,960.03</u>	<u>\$1,390,031.02</u>	<u>\$1,354,323.65</u>	<u>5,807,774</u>	<u>5,839,793</u>	<u>32,019</u>
							<u>0.5%</u>

PARKING METER COLLECTIONS
Neighborhood Facilities

<u>Facility</u>	<u>No. Meters</u>	<u>Gross Income</u>		<u>Increase (Decrease)</u>		<u>Income Totals to Date</u>
		<u>1970-71</u>	<u>1971-72</u>	<u>#</u>	<u>%</u>	
West Portal (W. Portal Ave.)	20	\$ 1,832.32	\$ 2,513.61	\$ 681.29	37.1%	\$ 14,494.10
Lakeside #1 (J. Serra & Ocean) #2 (19 th Ave. & Ocean)	20 21	3,552.60	3,384.57	- 168.03	-4.7%	29,597.38
Mission (16 th & Hoff)	72	4,547.95	4,432.12	-115.83	-2.5%	41,989.77
Eureka Valley #1 (Castro) #2 (18 th & Collingwood)	21 21	3,578.62	3,412.35	-166.27	-4.6%	21,144.40
Noe Valley (24 th St.)	16	1,253.54	1,140.29	-113.25	-9.0%	7,744.09
Outer Irving (20 th Ave.) Inner Irving (8 th -9 th Aves.)	25 38	4,806.97	4,535.75	-271.22	-5.6%	20,173.23
Geary #1 (Geary Blvd.) #2 (18 th -19 th Aves.)	22 36	4,345.95	4,732.62	386.67	8.8%	20,770.46
Portola (Felton)	15	744.59	732.51	- 12.08	-1.6%	3,982.57
Clement #1 (8 th Ave.) #2 (9 th Ave.)	28 33	2,483.04	2,984.60	501.56	20.1%	18,610.10
Mission (24 th & Capp)	19	1,757.64	1,460.12	-297.52	-16.8%	5,005.98
Marina (Pierce St.)	82	5,294.71	5,654.33	359.62	6.7%	13,644.86
Polk (Redding School)	40	4,219.80	4,349.08	129.28	3.0%	10,889.69
Excelsior (Norton-Harrington)	<u>30</u>	<u>3,554.71</u>	<u>2,939.30</u>	<u>-615.41</u>	<u>-17.3%</u>	<u>6,993.09</u>
	<u>722</u>	<u>\$41,972.44</u>	<u>\$42,271.25</u>	<u>\$298.81</u>	<u>0.7%</u>	<u>\$215,039.72</u>

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	\$5,000,000.00
Transferred to Account	<u>232,684.59</u>
Appropriated	\$5,232,684.59
Expended	<u>5,230,438.41</u>
Surplus *	\$ <u>2,246.18</u>

Unappropriated balance June 30, 1972 \$ 352,560.97

*Account closed June 30, 1960, Surplus funds transferred to Unappropriated Account No. 1990.

Bonds outstanding June 30, 1972 (C Series)	\$ 130,000.00
Bonds redeemed 1971-1972	\$ 130,000.00
Bond interest paid 1971-1972	\$ 6,500.00

ACKNOWLEDGMENTS

The Parking Authority wishes to express its appreciation and acknowledge the cooperation and assistance of Mayor Joseph L. Alioto; the Chief Administrative Officer; Members of the Board of Supervisors; the City Attorney; Controller; Director of Property; Director of Public Works; City Engineer; Traffic Engineer; Director of Planning; the private garage industry; the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY
ANC COUNTY OF SAN FRANCISCO

Arthur S. Becker

Arthur S. Becker
Director

ENCs.

ANNUAL REPORT

1972 - 1973



PARKING AUTHORITY

City & County of San Francisco



PARKING AUTHORITY

DONALD MAGNIN, Chairman

JACK DWYER

FRANCIS H. LOUIE

ACHILLE H. MUSCHI

MICHAEL J. McFADDEN, M.D

SERGIO J. SCARPA *

Staff:

ARTHUR S. BECKER, Director

HONORABLE JOSEPH L. ALIOTO, Mayor
City and County of San Francisco

* Resigned April 12, 1973

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Honorable Joseph L. Alioto, Mayor
City and County of San Francisco
200 City Hall
San Francisco, California 94102



Dear Mayor Alioto:

On behalf of the Members of the Parking Authority and its Staff, I submit herewith the report of the San Francisco Parking Authority for the fiscal year 1972-1973.

Following herewith are the highlights of the activities of the Authority for the current year:

1. The City of San Francisco Uptown Parking Corporation delivered the sum of \$1 million to the City Controller to aid in the financing of the new Social Services building so that the present facility will be available for expansion of the Sutter-Stockton Garage.
2. The Authority, with the concurrence of the Director of Property, will terminate the Lease of the Mission-Bartlett Parking Plaza and will convert that facility to a meter-operated lot for inclusion in the Neighborhood Off-Street Parking Program.
3. Since the one lot in the Excelsior District has reached saturation usage, it is the intent of the Authority to acquire a second lot for that district.
4. The Authority recommended and the Board of Supervisors approved an increase in the downtown parking meter rates, and approved the use of \$280,000 from the Off-Street Parking Fund for 6,000 new meters, provided that all additional revenues realized therefrom be used for the financing of small downtown garages.

A non-profit corporation has been formed under the name of San Francisco Central City Parking Corporation, and a Letter of Intent to aid and assist the City and County in acquiring and constructing parking garages in downtown San Francisco has been submitted to the Parking Authority and Board of Supervisors. The Corporation is presently conducting preliminary feasibility studies.

The Environmental Protection Agency has proposed stringent regulations which would seriously affect all off-street parking in San Francisco. It requires the reduction of off-street parking in existence as of October 1, 1973 by 20% according to the following schedule: 5% by January 1, 1974, 10% by July 31, 1974, 15% by December 21, 1974 and 20% by April 30, 1975. Hearings have been scheduled by the Environmental Protection Agency for public testimony.

Honorable Joseph L. Alioto

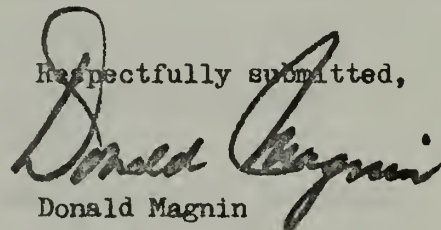
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Since the number of automobiles parked during the current fiscal year exceeds those of the prior year by 7.8%, it is apparent that the demand for short-term shopper parking continues at a high level. In order to protect the economic health of the downtown core area, the maintenance of adequate parking facilities for this short-term parker is essential. When and if the Environmental Protection Agency promulgates its final regulations, it will be necessary for the Authority to restructure both its long-term parking and short-term parking policies so as to accommodate the maximum number of users.

Illustrative of my contention that the maintenance of adequate downtown parking facilities is absolutely essential is the fact that 75% of the value of 1972-1973 San Francisco construction took place in the downtown core area. Suffice it to say, adequate parking must be provided these additional facilities and the visitors to them.

During the year, Mr. Jack Dwyer was appointed to fill the unexpired term of Mr. Sergio J. Scarpa, resigned.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Donald Magnin". The signature is fluid and cursive, with a large initial "D" and a long, sweeping underline.

Donald Magnin
Chairman



SEPH L. ALIOTO, Mayor

THE PARKING AUTHORITY CITY AND COUNTY OF SAN FRANCISCO

450 McALLISTER STREET - ROOM 603
SAN FRANCISCO, CALIFORNIA 94102
(415) 558-3651

Members:

DONALD MAGNIN
Chairman

JACK DWYER
FRANCIS H. LOUIE
MICHAEL J. McFADDEN, M.
ACHILLE H. MUSCHI

...

ARTHUR S. BECKER
Director

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY City and County of San Francisco Fiscal year ending June 30, 1973

The report of the Parking Authority for the fiscal year 1972-1973, together with supplemental information, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) Quarterly Reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, consisting of the Director, and two Secretaries.

PARKING AUTHORITY BUDGET

1971-1972	\$49,571
1972-1973	\$44,985
Past ten-year average	\$43,777

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported, completed and placed in operation during fiscal year 1972-1973:

542 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to

26,334 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Constructed and in Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

<u>Name</u>	<u>Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
*Union Square Garage	September 11, 1942	1,081	\$ -0-	\$1,646,331	\$1,646,331
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-

<u>Name</u>	<u>Date Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
Civic Center Auto Park	December 18, 1953	276	-0-	\$ 31,000	\$ 31,000
St. Mary's Square Garage	May 12, 1954	828	\$ 417,513	2,300,000	2,717,513
Forest Hill Parking Plaza	July 1, 1957	20	-0-	-0-	-0-
**Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Civic Center Plaza Garage	March 1, 1960	840	-0-	4,298,822	4,298,822
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Fifth & Mission Garage Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Portsmouth Square Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural Center Garages	February 16, 1968	850	256,640	3,750,000	4,006,640
Fifth & Mission Garage Expansion II	February 6, 1970	316	258,100	1,188,700	1,446,800

*All debts of the Union Square Garage Corporation have been retired, and effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and nine months commencing October 1, 1967.

**Privately financed and operated until July 20, 1965, at which time it was acquired by the City.

Under Development in this Category

Sutter-Stockton Garage Expansion

This project is being developed jointly by the City of San Francisco Uptown Parking Corporation and the Parking Authority, subject to approval by the City.

A Letter of Intent has been received from the Corporation to finance and construct the expansion of the present garage by approximately 500 additional stalls. This is to be accomplished by using the land presently occupied by the City's Department of Social Services at the southeast corner of Bush and Stockton Streets and relocating this department to more modern offices at 166-170 Otis Street and 1350 Jessie Street.

\$1 million has been delivered to the Controller by the Corporation to aid in financing the new Social Services building. The proposal has been approved by the Board of Supervisors and plans for acquisition of the necessary property are going forward.

Present estimates indicate the following physical and financial facts:

Location: 585 Bush Street, at the southeast corner of Stockton and Bush Streets.

Size: Approximately 200,000 square feet

Additional parking stalls: 500

Total parking stalls: 1,370

Estimated construction cost: \$4,100,000

Estimated cost of land acquisition: \$1,000,000

Architects: Lackey, Sokoloff, Hamilton & Blewett

Engineers: H. J. Degenkolb & Associates

Operator: City of San Francisco Uptown Parking Corporation

Management: System Auto Parks & Garages, Inc.

Operation: Self-parking

Parking Rates: Hourly parking

1 hour	25¢
2 hours	55¢
3 hours	85¢

Parking Rates: Hourly parking (cont'd)

4 hours	\$1.20
5 hours	\$1.60
6 hours	\$2.00
7 hours	\$2.40
8 hours	\$2.80
9 hours	\$3.20
10 hours	\$3.30
24 hours (maximum)	\$3.30

Evening parking 85¢
6:00 PM to 2:30 AM

Overnight parking \$1.10
6:00 PM to 6:00 AM

Sunday parking 55¢
6:00 AM to 6:00 PM

First hour 20¢
Second hour 40¢
Third hour 55¢
(maximum)

Weekend special \$1.65 maximum
6:00 PM Saturday to
6:00 PM Sunday

Monthly parking \$41.25
(with in and out privileges)

As existing monthly parking contracts are terminated by the present holders, monthly parking shall be limited to a maximum of 50 parking spaces; shall be on a month-to-month basis only; and shall be permitted only when and if said practice is not to the detriment of the transient parker.

Yerba Buena Garages

Since formal presentation of this project to the Parking Authority by the Redevelopment Agency, meetings have been held by the Yerba Buena Center Public Facilities Advisory Board. Preliminary plans for the underground garages and partial exhibit hall work have been reviewed.

The Parking Authority was requested to approve the use of Off-Street Parking Funds in the amount of \$1,536,580.11 for relocation of the Howard Street sewer to allow construction of the Yerba Buena Convention Center to proceed.

This action was approved by the Parking Authority June 15, 1972, and subsequently by the Board of Supervisors, with the condition that the Off-Street Parking Fund be reimbursed from the sale of lease revenue bonds or in any event, from the sales tax account of the general fund by July 1, 1973, said account to be repaid from the sale of revenue bonds when the proceeds are available.

While one of the primary law suits was amicably settled this past year, other law suits are presently pending in the courts.

Civic Center Auto Park

The Lessee of this parking lot, ITT Service Industries Corporation, has proposed that certain improvements be made to this facility in order to provide more parking stalls and safeguard the public. The improvements involve basically repaving the area, striping the stalls, and renovating the non-operative flood-lighting system, as well as renovation of the entrance ramp. Bids have been reviewed by the City Engineer and an arrangement whereby the operator will share the cost of improvements is being considered.

San Francisco Municipal Parking Tax

Legislation reducing the Off-Street Parking Tax from 25% to 10% was approved by the Board of Supervisors to become effective July 1, 1972.

This necessitated revision of the rate schedules at all City-controlled parking facilities and adjusting the rates to the nearest 5¢ interval.

New rate schedules were approved by the Parking Authority and the Board of Supervisors and posted at all facilities by the effective date.

Revenue figures for 1972-1973 over 1971-1972 show a marked improvement:

1972-1973	\$7,757,482.85
1971-1972	<u>6,905,923.83</u>
	\$ 851,559.02 increase, or 12.3%

Automobiles parked:

1972-1973	6,100,255
1971-1972	<u>5,653,850</u>
	446,405 increase, or 7.8%

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Downtown Short-term Parking Plan

The Authority recommended and the Board of Supervisors approved an increase in the downtown parking meter rates, and approved the use of \$280,000 from the Off-Street Parking Fund for 6,000 new meters, provided that all additional revenues be used for the financing of small downtown garages.

A non-profit corporation has been formed under the name of San Francisco Central City Parking Corporation, and a Letter of Intent to aid and assist the City and County in acquiring and constructing parking garages in downtown San Francisco has been submitted to the Parking Authority and Board of Supervisors. The Corporation is presently conducting preliminary feasibility studies.

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,568 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 7,252 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Constructed and in Operation in this Category

**Mission-Bartlett Parking Plaza	250 stalls
*Lakeside Village Parking Plazas I and II	49 stalls
Seventh and Harrison Parking Plaza	<u>270 stalls</u>

569 stalls

*The City originally acquired the sites for the two Lakeside Village neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard and Ocean and Nineteenth Avenues, constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing October 1, 1956. On January 28, 1965, the merchants' association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the Neighborhood Off-Street Parking Program. In March, 1965, the Lakeside Village Parking Plazas I and II were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

**During this fiscal year, this parking lot has been under review by the Parking Authority and Director of Property because of the

continuing delinquency of the present Lessee and the lack of any firm indication that this will be corrected under the present lease terms.

Alternate proposals were submitted to the City Engineer for his review. Upon his recommendation, the Parking Authority and Director of Property have taken action which will terminate the present Lease, remodel the facility and convert it to a meter-operated lot for the Neighborhood Off-Street Parking Program.

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961 for the neighborhood shopping districts of the City will be a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

- 25 public parking lots, and
- 4 public parking garages, in
- 17 neighborhood shopping districts, with
- 1,102 parking stall total capacity, for
- \$5,810,394 estimated approximate cost

Haight-Ashbury District

At the request of the Haight-Ashbury Merchants and Improvement Association, a re-survey of this area has been conducted. The City Engineer recommends stronger enforcement against meter violations to the point of eliminating most violators, particularly the long-term parker.

Pacific Heights District

At the request of the Pacific Heights Merchants and Property Owners Association, a re-survey of the area on Fillmore Street between California and Jackson Streets has been conducted by the City Engineer. He recommends increased enforcement to remove parkers who park for periods longer than two hours, installation of unmetered areas on the south side of Clay Street between Fillmore and Webster Streets, and on the south side of Sacramento Street in the portion of the block nearest Fillmore Street.

Excelsior District

At the request of the Excelsior Businessmens Association for a second neighborhood parking facility, the City Engineer has conducted a re-survey of this area. He recommends that off-street parking facilities be provided in the Norton-Brazil-Mission Street area of approximately 20 spaces, as well as in the Mission-Persia Street area of approximately 16 spaces.

However, no suitable sites were found, but it is suggested that the Excelsior Merchants Association be contacted regarding the availability of property.

Outer Irving District

At the request of the Irving Street Merchants Association, the matter of diagonal parking on Irving Street between 20th and 27th Streets is being surveyed by the City Engineer.

Upon completion of the neighborhood parking program, the number and capacity of parking facilities constructed under this category will be:

Number of facilities	31
Number of parking stalls	1,616

Financing Time Schedule

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from moneys now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1972. These are accruing from parking meter revenues at the rate of approximately \$400,000 a year.
2. The Neighborhood Parking Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and in operation: 21

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Eureka Valley (Castro Street)	21	\$ 79,773
Eureka Valley (Collingwood Street)	21	143,838
West Portal (West Portal Avenue)	20	135,490
West Portal (Claremont-Ulloa Streets)	24	192,650
Geary (Geary Boulevard)	22	101,133
Geary (18th-19th Avenues)	36	164,486
Inner Irving (8th-9th Avenues)	36	208,392
Outer Irving (20th Avenue)	25	111,017
Noe Valley (24th Street)	16	53,948
Portola (Felton Street)	15	42,451
Mission (16th and Hoff Streets)	72	284,096
Mission (24th and Capp Streets)	19	88,862
Clement (8th Avenue)	33	153,255
Clement (9th Avenue)	28	108,441

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
*Lakeside (Junipero Serra and Ocean Avenue)	20)	\$ 42,035
*Lakeside (19th and Ocean Avenues)	21)	
North Beach (Vallejo Street)	163	967,695
Marina (Pierce Street)	82	855,622
Polk (Redding School)	40	257,000
Excelsior (Norton-Harrington Streets)	30	131,225
Bay View (Palou-Mendell Streets)	<u>15</u>	<u>88,785</u>
	759	\$4,210,194
<u>Projects re-referred and under study: 3</u>		
Haight-Ashbury (Haight-Cole Streets)	32	\$ 138,600
Polk (Sacramento Street)	56	243,000
Union (Fillmore-Filbert Streets)	<u>53</u>	<u>473,600</u>
	141	\$ 855,200
<u>Projects requiring new site recommendations, primarily because of interim changes in original use: 5</u>		
Clement (6th Avenue)	28	\$ 74,500
Outer Irving (23rd Avenue)	40	213,000
Portola (San Bruno Avenue)	22	47,000
Mission (18th and Capp Streets)	38	154,000
Mission (Capp near 20th Street)	<u>74</u>	<u>256,500</u>
	202	\$ 745,000
	<u>1,102</u>	<u>\$5,810,394</u>

*Transferred to Neighborhood Off-Street Parking
Program March, 1965.

Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1. Completed

a. 1972-1973	542 stalls
b. 1949-1972	<u>25,792</u> "
c. Total	26,334 "

11. Total under No. 1 26,334 stalls

Policy Point No. 2: (Public-private financing)

1. Completed

a. 1972-1973	-0- stalls
b. 1949-1972	<u>9,061</u> "
c. Total	9,061 "

11. Under development

a. 1972-1973 500 stalls

111. Total under No. 2 9,561 stalls

Policy Point No. 3: (Public financing)

1. Completed

a. 1972-1973	-0- stalls
b. 1949-1972	<u>1,287</u> "
c. Total	1,287 "

11. Under development

a. 1972-1973 343 stalls

111. Total under No. 3 1,630 stalls

GRAND TOTAL 37,525 stalls

The actual projected total cost of this program is approximately \$55 million, of which, under the Parking Authority's program and policy, only about \$9 million will have required public financing; roughly only about 16% of the total.

COMPARATIVE STATEMENTS
San Francisco Municipal Parking Facilities
1972-73

FACILITY	GROSS INCOME			RENT PAID CITY		
	1971-72	1972-73	Increase (Decrease)	1971-72	1972-73	Increase (Decrease)
Civic Center Auto Park	\$101,315.43	\$144,177.00	\$ 42,861.57 42.3%	\$ 86,676.02	\$101,993.98	\$15,317.96 17.6%
Civic Center Plaza Garage	437,104.30	498,751.07	61,646.77 17.6%	*	*	
Ellis-O'Farrell Garage	740,765.10	819,814.55	79,049.45 10.6%	*	*	
Forest Hill Parking Plaza	804.00	804.00		804.00	804.00	
Fifth & Mission Garage	751,890.10	864,053.95	52,163.85 6.9%	*	*	
Golden Gateway Garage	869,574.35	1,090,403.87	220,829.52 25.4%	*	*	
Japanese Cultural Center Garage	167,405.09	173,136.75	5,731.66 3.4%	*	*	
Marshall Square Parking Plaza	47,544.99	56,183.68	8,638.69 18.1%	31,340.87	37,081.20	5,740.33 18.3%
Portsmouth Square Garage	606,261.18	665,430.72	59,169.54 9.2%	*	*	
St. Mary's Square Garage	844,097.28	939,763.60	95,666.32 11.3%	37,885.16	41,134.98	3,249.82 8.5%
Seventh & Harrison Parking Plaza	31,784.29	38,911.42	7,127.13 22.4%	22,471.60	27,510.40	5,038.80 22.4%
Sutter-Stockton Garage	846,811.71	890,809.89	43,998.18 5.2%	*	*	
Union Square Garage	1,379,908.96	1,540,061.62	160,152.66 11.6%	636,572.56	682,901.69	46,329.13 7.2%

Station	Latitude	Longitude	Time	Remarks	Remarks	Remarks
10000	10° 00' 00" N	100° 00' 00" W	10:00	10000	10000	10000
10001	10° 00' 00" N	100° 00' 00" W	10:01	10001	10001	10001
10002	10° 00' 00" N	100° 00' 00" W	10:02	10002	10002	10002
10003	10° 00' 00" N	100° 00' 00" W	10:03	10003	10003	10003
10004	10° 00' 00" N	100° 00' 00" W	10:04	10004	10004	10004
10005	10° 00' 00" N	100° 00' 00" W	10:05	10005	10005	10005
10006	10° 00' 00" N	100° 00' 00" W	10:06	10006	10006	10006
10007	10° 00' 00" N	100° 00' 00" W	10:07	10007	10007	10007
10008	10° 00' 00" N	100° 00' 00" W	10:08	10008	10008	10008
10009	10° 00' 00" N	100° 00' 00" W	10:09	10009	10009	10009
10010	10° 00' 00" N	100° 00' 00" W	10:10	10010	10010	10010
10011	10° 00' 00" N	100° 00' 00" W	10:11	10011	10011	10011
10012	10° 00' 00" N	100° 00' 00" W	10:12	10012	10012	10012
10013	10° 00' 00" N	100° 00' 00" W	10:13	10013	10013	10013
10014	10° 00' 00" N	100° 00' 00" W	10:14	10014	10014	10014
10015	10° 00' 00" N	100° 00' 00" W	10:15	10015	10015	10015
10016	10° 00' 00" N	100° 00' 00" W	10:16	10016	10016	10016
10017	10° 00' 00" N	100° 00' 00" W	10:17	10017	10017	10017
10018	10° 00' 00" N	100° 00' 00" W	10:18	10018	10018	10018
10019	10° 00' 00" N	100° 00' 00" W	10:19	10019	10019	10019
10020	10° 00' 00" N	100° 00' 00" W	10:20	10020	10020	10020
10021	10° 00' 00" N	100° 00' 00" W	10:21	10021	10021	10021
10022	10° 00' 00" N	100° 00' 00" W	10:22	10022	10022	10022
10023	10° 00' 00" N	100° 00' 00" W	10:23	10023	10023	10023
10024	10° 00' 00" N	100° 00' 00" W	10:24	10024	10024	10024
10025	10° 00' 00" N	100° 00' 00" W	10:25	10025	10025	10025
10026	10° 00' 00" N	100° 00' 00" W	10:26	10026	10026	10026
10027	10° 00' 00" N	100° 00' 00" W	10:27	10027	10027	10027
10028	10° 00' 00" N	100° 00' 00" W	10:28	10028	10028	10028
10029	10° 00' 00" N	100° 00' 00" W	10:29	10029	10029	10029
10030	10° 00' 00" N	100° 00' 00" W	10:30	10030	10030	10030
10031	10° 00' 00" N	100° 00' 00" W	10:31	10031	10031	10031
10032	10° 00' 00" N	100° 00' 00" W	10:32	10032	10032	10032
10033	10° 00' 00" N	100° 00' 00" W	10:33	10033	10033	10033
10034	10° 00' 00" N	100° 00' 00" W	10:34	10034	10034	10034
10035	10° 00' 00" N	100° 00' 00" W	10:35	10035	10035	10035
10036	10° 00' 00" N	100° 00' 00" W	10:36	10036	10036	10036
10037	10° 00' 00" N	100° 00' 00" W	10:37	10037	10037	10037
10038	10° 00' 00" N	100° 00' 00" W	10:38	10038	10038	10038
10039	10° 00' 00" N	100° 00' 00" W	10:39	10039	10039	10039
10040	10° 00' 00" N	100° 00' 00" W	10:40	10040	10040	10040
10041	10° 00' 00" N	100° 00' 00" W	10:41	10041	10041	10041
10042	10° 00' 00" N	100° 00' 00" W	10:42	10042	10042	10042
10043	10° 00' 00" N	100° 00' 00" W	10:43	10043	10043	10043
10044	10° 00' 00" N	100° 00' 00" W	10:44	10044	10044	10044
10045	10° 00' 00" N	100° 00' 00" W	10:45	10045	10045	10045
10046	10° 00' 00" N	100° 00' 00" W	10:46	10046	10046	10046
10047	10° 00' 00" N	100° 00' 00" W	10:47	10047	10047	10047
10048	10° 00' 00" N	100° 00' 00" W	10:48	10048	10048	10048
10049	10° 00' 00" N	100° 00' 00" W	10:49	10049	10049	10049
10050	10° 00' 00" N	100° 00' 00" W	10:50	10050	10050	10050
10051	10° 00' 00" N	100° 00' 00" W	10:51	10051	10051	10051
10052	10° 00' 00" N	100° 00' 00" W	10:52	10052	10052	10052
10053	10° 00' 00" N	100° 00' 00" W	10:53	10053	10053	10053
10054	10° 00' 00" N	100° 00' 00" W	10:54	10054	10054	10054
10055	10° 00' 00" N	100° 00' 00" W	10:55	10055	10055	10055
10056	10° 00' 00" N	100° 00' 00" W	10:56	10056	10056	10056
10057	10° 00' 00" N	100° 00' 00" W	10:57	10057	10057	10057
10058	10° 00' 00" N	100° 00' 00" W	10:58	10058	10058	10058
10059	10° 00' 00" N	100° 00' 00" W	10:59	10059	10059	10059
10060	10° 00' 00" N	100° 00' 00" W	11:00	10060	10060	10060

STATION 10000
 10° 00' 00" N
 100° 00' 00" W

COMPARATIVE STATEMENTS
San Francisco Municipal Parking Facilities
1972-73

FACILITY	GROSS INCOME		RENT PAID CITY		Increase (Decrease)
	1971-72	1972-73	1971-72	1972-73	
Vallejo Street	\$ 80,657.05	\$ 95,180.73	\$ 50,376.03	\$ 58,696.58	\$ 8,320.55 16.5%
	<u>\$6,905,923.83</u>	<u>\$7,757,482.85</u>	<u>\$866,126.24</u>	<u>\$950,122.83</u>	<u>\$83,996.59 9.6%</u>
Mission-Bartlett Parking Plaza	(1)	\$ 16,000.00 ⁽²⁾	(1)	\$ 6,037.26 ⁽²⁾	
		\$7,773,482.85		\$956,160.09	

* In the case of Civic Center Plaza Garage, Ellis-O'Farrell Garage, Fifth and Mission Garage, Golden Gateway Garage, Japanese Cultural Center Garage and Sutter-Stockton Garage, under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

(1) Delinquent - No revenue received

(2) Revenue received on account for 1971-72 - to be applied toward taxes and rent, as indicated by deposit receipts from Real Estate Department.

FACILITY	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED		
	1971-72	1972-73	1971-72	1972-73	1971-72	1972-73	Increase-Decrease
Civic Center Auto Park	\$10,432.24	\$10,764.45	\$97,108.26	\$112,758.43	103,842	132,370	28,528 27.4%
Civic Center Plaza Garage					428,791	473,161	44,370 10.3%
Ellis-O'Farrell Garage	63,045.33	62,068.70	63,045.33	62,068.70	455,108	482,148	27,040 5.9%
Forest Hill Parking Plaza			804.00	804.00	22,950	22,950	
Fifth & Mission Garage	80,740.03	74,658.70	80,740.03	74,658.70	1,214,386	1,287,788	73,402 6.0%
Golden Gateway Garage	103,415.34	100,613.00	103,415.34	100,613.00	366,934	432,215	65,281 17.7%
Japanese Cultural Center Garage	23,232.25	22,976.75	23,232.25	22,976.75	155,106	168,806	13,700 8.8%
Marshall Square Parking Plaza	2,539.64	1,919.98	33,880.51	39,001.53	44,697	44,143	- 554 -1.2%
Portsmouth Square Garage	35,007.50	34,559.55	35,007.50	34,559.55	623,969	654,965	30,996 4.9%
St. Mary's Square Garage	35,262.10	32,324.83	73,147.26	73,459.81	333,497	362,121	28,624 8.5%
Seventh & Harrison Parking Plaza	731.98	1,007.20	23,203.58	28,517.60	101,753	127,766	26,013 25.5%
Sutter-Stockton Garage	51,715.63	47,212.50	51,715.63	47,212.50	792,520	819,376	26,856 3.3%
Union Square Garage	65,273.08	55,490.43	701,845.64	738,392.12	873,038	927,263	54,225 6.2%
Vallejo Street Garage	3,341.63	12,117.88	53,717.66	70,814.46	137,259	165,183	27,924 20.3%
	\$474,736.75	\$455,713.97	\$1,340,862.99	\$1,405,837.15	5,653,850	6,100,255	446,405 7.8%

<u>FACILITY</u>	<u>TAXES RECEIVED</u>		<u>TOTAL TAXES AND RENT</u>		<u>AUTOMOBILES PARKED</u>	
	<u>1971-72</u>	<u>1972-73</u>	<u>1971-72</u>	<u>1972-73</u>	<u>1971-72</u>	<u>1972-73</u>
Mission-Bartlett	(1) (2) \$ 9,962.74		(1) (2) \$16,000.00		185,943	(not available)
		\$465,676.71		\$1,421,837.15		

(1) Delinquent - no revenue received

(2) Revenue received on account for 1971-72 - to be applied toward taxes and rent as indicated by deposit receipts from Real Estate Department.

PARKING METER COLLECTIONS
Neighborhood Facilities

<u>Facility</u>	<u>No. Meters</u>	<u>Gross Income</u>		<u>Increase (Decrease)</u>		<u>Income Totals to Date</u>
		<u>1971-72</u>	<u>1972-73</u>	<u>#</u>	<u>%</u>	
West Portal #1 (W. Portal Ave.)	20	\$2,513.61	\$3,955.53	\$1,441.92	57.3%	\$ 18,449.63
#2 (Claremont-Ulloa)	24					
Lakeside #1 (J. Serra & Ocean)	20	3,384.57	4,626.49	1,241.92	36.7%	34,223.87
#2 (19 th Ave. & Ocean)	21					
Mission (17 th & Hoff)	72	4,432.12	5,558.43	1,126.31	25.4%	47,548.20
Eureka Valley #1 (Castro)	21	3,412.35	4,287.42	875.07	22.7%	25,431.82
#2 (18 th & Collingwood)	21					
Noe Valley (24 th St.)	16	1,140.29	1,292.85	152.56	13.3%	9,036.94
Outer Irving (20 th Ave.)	25	4,535.75	6,075.29	1,539.54	33.9%	26,248.52
Inner Irving (8 th -9 th Aves.)	36					
Geary #1 (Geary Blvd.)	22	4,732.62	5,426.53	693.91	14.6%	26,196.99
#2 (18 th -19 th Aves.)	36					
Portola (Felton)	15	732.51	587.23	-145.28	-19.8%	4,569.80
Bayview (Palou-Mendell)	15					
Clement #1 (8 th Ave.)	28	2,984.60	3,801.86	817.26	27.4%	22,411.96
#2 (9 th Ave.)	33					
Mission (24 th & Capp)	19	1,460.12	1,472.20	12.08	0.8%	6,478.18
Marina (Pierce St.)	82	5,654.33	8,012.74	2,358.41	41.7%	21,657.60
Polk (Redding School)	40	4,349.08	5,354.60	1,045.52	24.0%	16,284.29
Excelsior (Norton-Harrington)	30	2,939.30	3,858.47	919.17	31.2%	10,851.56
	596	\$42,271.25	\$54,349.64	\$12,078.39	28.6%	\$269,389.36

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	\$5,000,000.00
Transferred to Account	232,684.59
Appropriated	\$5,232,684.59
Expended	<u>5,230,438.41</u>
Surplus *	\$ <u>2,246.18</u>

Unappropriated balance June 30, 1973 \$ 368,156.88

*Account closed June 30, 1960, Surplus funds transferred to Unappropriated Account No. 1990.

Bonds outstanding June 30, 1973 (C Series) \$ -0-

Bonds redeemed 1972-1973 \$ 130,000.00

Bond interest paid 1972-1973 \$ 3,250.00

ACKNOWLEDGMENTS

The Parking Authority wishes to express its appreciation and acknowledge the cooperation and assistance of Mayor Joseph L. Alioto; the Chief Administrative Officer; Members of the Board of Supervisors; the City Attorney; Controller; Director of Property; Director of Public Works; City Engineer; Traffic Engineer, Director of Planning; the private garage industry; the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

Respectfully submitted,

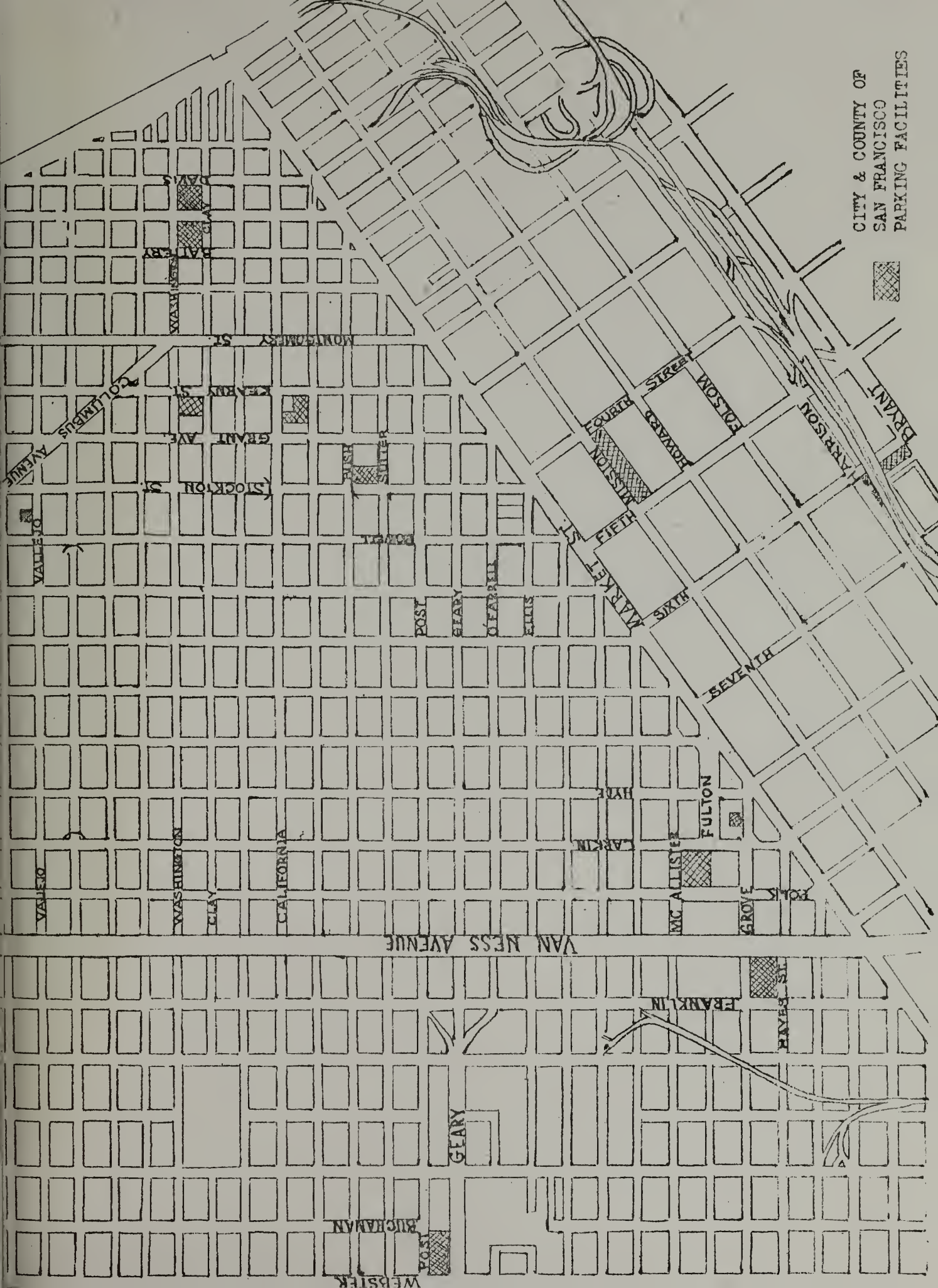
PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

Arthur S. Becker

Arthur S. Becker
Director

Encs.

CITY & COUNTY OF
SAN FRANCISCO
PARKING FACILITIES



ANNUAL REPORT

1973 - 1974

DOCUMENTS

1812571

1973-1974



PARKING AUTHORITY

City & County of San Francisco

P A R K I N G A U T H O R I T Y

DONALD MAGNIN, Chairman

JACK DWYER

FRANCIS H. LOUIE

ACHILLE H. MUSCHI

MICHAEL J. McFADDEN, M.D.

Staff:

ARTHUR S. BECKER, Director

HONORABLE JOSEPH L. ALIOTO, Mayor
City and County of San Francisco

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Honorable Joseph L. Alioto, Mayor
City and County of San Francisco
200 City Hall
San Francisco, California 94102



Dear Mayor Alioto:

On behalf of the Parking Authority and its Staff, I submit herewith the report of the San Francisco Parking Authority for the fiscal year 1973-1974.

Following are the highlights of the activities of the Authority and a resume of other actions affecting its operation:

1. The maximum parking period was increased from one hour to two hours at the Portola Parking Plaza and at West Portal Parking Plazas I and II.
2. Re-surveys, to determine the current level of demand, were made (or are contemplated) for the Excelsior Parking Plaza and the Noriega Parking Plaza.
3. The transition from private operation to City operation was made at the Mission-Bartlett Parking Plaza when, on June 14, 1974, the installation of 228 parking meters was completed.
4. All of the 6,000 25¢ parking meters have been installed in the core area of San Francisco. The San Francisco Central City Parking Corporation is actively engaged in reviewing properties suitable for small garages to be located in the downtown area. It is contemplated that these garages will be financed from the excess revenues generated by the 25¢ meter rate.
5. Parking meter collections increased by approximately \$557,000 over the prior fiscal year to a total of \$2,055,000. This sum approximates that projected by the Authority as resulting from the increase in core area rates and approximates that amount needed to finance the proposed garages.
6. Upon recommendation of the Authority, the Board of Supervisors approved the use of off-street parking revenues for the construction of on-street parking bays in the neighborhood shopping districts.

During the year, Members Francis Louie and Achille Muschi were re-appointed to four year terms.

Respectfully submitted,

A handwritten signature in dark ink, reading "Donald Magnin". The signature is fluid and cursive, with a large, stylized "D" and "M".

Donald Magnin
Chairman



THE UNITED STATES OF AMERICA
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
WASHINGTON, D.C. 20250

OFFICE OF THE ASSISTANT ATTORNEY GENERAL

RECEIVED BY THE ASSISTANT ATTORNEY GENERAL
ON MAY 15, 1964
AND BY THE BUREAU OF LAND MANAGEMENT
ON MAY 15, 1964

THE FOLLOWING IS A SUMMARY OF THE MATTER
RECEIVED BY THE BUREAU OF LAND MANAGEMENT

1. THE MATTER INVOLVES THE PROPOSED
ACQUISITION OF LAND FOR THE
BUREAU OF LAND MANAGEMENT

2. THE MATTER INVOLVES THE PROPOSED
ACQUISITION OF LAND FOR THE
BUREAU OF LAND MANAGEMENT

3. THE MATTER INVOLVES THE PROPOSED
ACQUISITION OF LAND FOR THE
BUREAU OF LAND MANAGEMENT

4. THE MATTER INVOLVES THE PROPOSED
ACQUISITION OF LAND FOR THE
BUREAU OF LAND MANAGEMENT

5. THE MATTER INVOLVES THE PROPOSED
ACQUISITION OF LAND FOR THE
BUREAU OF LAND MANAGEMENT

6. THE MATTER INVOLVES THE PROPOSED
ACQUISITION OF LAND FOR THE
BUREAU OF LAND MANAGEMENT

7. THE MATTER INVOLVES THE PROPOSED
ACQUISITION OF LAND FOR THE
BUREAU OF LAND MANAGEMENT

[Handwritten signature]
Special Agent in Charge



THE PARKING AUTHORITY CITY AND COUNTY OF SAN FRANCISCO

450 McALLISTER STREET - ROOM 603
SAN FRANCISCO, CALIFORNIA 94102
(415) 558-3651

Members:

DONALD MAGNIN
Chairman

JACK DWYER
FRANCIS H. LOUIE
MICHAEL J. McFADDEN, M.D.
ACHILLE H. MUSCHI

...

ARTHUR S. BECKER
Director

EPH L. ALIOTO, Mayor

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY City and County of San Francisco Fiscal year ending June 30, 1974

The report of the Parking Authority for the fiscal year 1973-1974, together with supplemental information, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) Quarterly Reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, including the Director.

PARKING AUTHORITY BUDGET

1972-1973	\$49,620
1973-1974	\$52,518
Past ten-year average	\$45,284

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

THE UNIVERSITY OF CHICAGO
DIVISION OF THE PHYSICAL SCIENCES
DEPARTMENT OF CHEMISTRY

REPORT OF THE RESEARCH GROUP ON
THE CHEMISTRY OF THE CARBON
AND SILICON COMPOUNDS

BY
J. E. HUNTER, JR.
AND
R. M. WAYNE

SYNOPSIS

The research group on the chemistry of the carbon and silicon compounds has been organized in the Department of Chemistry, University of Chicago, during the past few years. The group is now composed of the following members:

- | | |
|---------------------|-----------------|
| JOHN E. HUNTER, JR. | ROBERT M. WAYNE |
| JOHN E. HUNTER, JR. | ROBERT M. WAYNE |
| JOHN E. HUNTER, JR. | ROBERT M. WAYNE |
| JOHN E. HUNTER, JR. | ROBERT M. WAYNE |

INTRODUCTION

The research group on the chemistry of the carbon and silicon compounds has been organized in the Department of Chemistry, University of Chicago, during the past few years. The group is now composed of the following members:

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported,
completed and placed in operation
during fiscal year 1973-1974: 1,492 stalls

These additions brought the total
of new off-street parking spaces
provided under this phase of the
Authority program since October 6,
1949, to 27,826 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Constructed and in Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

<u>Name</u>	<u>Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
*Union Square Garage	September 11, 1942	1,081	\$ -0-	\$1,646,331	\$1,646,331
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-

<u>Name</u>	<u>Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
Civic Center Auto Park	December 18, 1953	276	-0-	\$ 31,000	\$ 31,000
St. Mary's Square Garage	May 12, 1954	828	\$ 417,513	2,300,000	2,717,513
Forest Hill Parking Plaza.	July 1, 1957	20	-0-	-0-	-0-
**Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Civic Center Plaza Garage	March 1, 1960	840	-0-	4,298,822	4,298,822
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Fifth & Mission Garage Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Portsmouth Square Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural Center Garages	February 16, 1968	850	256,640	3,750,000	4,006,640
Fifth & Mission Garage Expansion II	February 6, 1970	316	258,100	1,188,700	1,446,800

*All debts of the Union Square Garage Corporation have been retired, and effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and nine months commencing October 1, 1967.

**Privately financed and operated until July 20, 1965, at which time it was acquired by the City.

Under Development in this Category

Sutter-Stockton Garage Expansion

This project is being developed jointly by the City of San Francisco Uptown Parking Corporation and the Parking Authority, subject to approval by the City.

A Letter of Intent has been received from the Corporation to finance and construct the expansion of the present garage by approximately 500 additional stalls. This is to be accomplished by using the land presently occupied by the City's Department of Social Services at the southeast corner of Bush and Stockton Streets and relocating this department to more modern offices at 166-170 Otis Street and 1350 Jessie Street.

\$1 million has been delivered to the Controller by the Corporation to aid in financing the new Social Services building. The proposal has been approved by the Board of Supervisors and plans for acquisition of the necessary property are going forward.

Latest information indicates that the Corporation will be required to obtain an Environmental Protection Agency permit for construction of this expansion unless it can be commenced before January 1, 1975.

Present estimates indicate the following physical and financial facts:

Location: 585 Bush Street, at the southeast corner of Stockton and Bush Streets.

Size: Approximately 200,000 square feet

Additional parking stalls: 500

Total parking stalls: 1,370

Estimated construction cost: \$4,100,000

Estimated cost of land acquisition: \$1,000,000

Architects: Lackey, Sokoloff, Hamilton & Blewett

Engineers: H. J. Degenkolb & Associates

Operator: City of San Francisco Uptown Parking Corporation

Management: System Auto Parks & Garages, Inc.

Operation: Self-parking

THE UNIVERSITY OF CHICAGO

CHICAGO, ILLINOIS

TO THE HONORABLE THE SENATE OF THE UNIVERSITY OF CHICAGO

I have the honor to acknowledge the receipt of your letter of the 10th inst. and in reply to inform you that the same has been forwarded to the proper authorities for their consideration.

I am, Sir, very respectfully,
Your obedient servant,
J. H. [Name]

Very respectfully,
J. H. [Name]

CHICAGO, ILLINOIS

THE UNIVERSITY OF CHICAGO

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Parking Rates: Hourly parking (tax included)

1 hour	25¢
2 hours	55¢
3 hours	85¢
4 hours	\$1.20
5 hours	\$1.60
6 hours	\$2.00
7 hours	\$2.40
8 hours	\$2.80
9 hours	\$3.20
10 hours	\$3.30
24 hours (maximum)	\$3.30

Evening parking 85¢
6:00 PM to 2:30 AM

Overnight parking \$1.10
6:00 PM to 6:00 AM

Sunday parking 55¢
6:00 AM to 6:00 PM

First hour 20¢
Second hour 40¢
Third hour 55¢
(maximum)

Weekend special \$1.65 maximum
6:00 PM Saturday to
6:00 PM Sunday

Monthly parking \$41.25
(with in and out privileges)

As existing monthly parking contracts are terminated by the present holders, monthly parking shall be limited to a maximum of 50 parking spaces; shall be on a month-to-month basis only; and shall be permitted only when and if said practice is not to the detriment of the transient parker.

Bicycle parking 25¢ flat rate
(24-hour maximum)

Yerba Buena Garages

Since formal presentation of this project to the Parking Authority by the Redevelopment Agency, meetings have been held by the Yerba Buena Center Public Facilities Advisory Board. Preliminary plans for the underground garages and partial exhibit hall work have been reviewed.

THE HISTORY OF THE UNITED STATES

1776	July 4th	Declaration of Independence
1787	September 17th	Constitution signed
1791	September 16th	Bill of Rights adopted
1800	January 1st	Washington becomes first President
1803	April 30th	Louisiana Purchase
1812	June 18th	War of 1812 begins
1820	March 3rd	Morrill Act passed
1823	December 22nd	Monroe Doctrine
1845	September 9th	Texas Annexation
1848	February 2nd	Treaty of Guadalupe Hidalgo
1850	September 9th	Compromise of 1850
1861	April 12th	Fort Sumter attacked
1863	September 17th	Gettysburg
1865	April 9th	Confederate surrender
1868	March 30th	Reconstruction Act
1870	January 1st	Reconstruction ends
1876	November 3rd	Compromise of 1876
1889	March 3rd	Spanish-American War
1898	December 10th	Treaty of Paris
1901	September 8th	Spanish-American War ends
1903	July 4th	Philippine Independence
1904	October 3rd	Alaska Purchase
1906	July 1st	Antiquities Act
1907	April 1st	Philippine Independence
1908	September 1st	Philippine Independence
1910	July 4th	Philippine Independence
1912	September 1st	Philippine Independence
1914	April 6th	World War I begins
1918	November 11th	World War I ends
1919	January 10th	Treaty of Versailles
1920	January 1st	Prohibition begins
1921	February 1st	Prohibition begins
1922	March 1st	Prohibition begins
1923	April 1st	Prohibition begins
1924	May 1st	Prohibition begins
1925	June 1st	Prohibition begins
1926	July 1st	Prohibition begins
1927	August 1st	Prohibition begins
1928	September 1st	Prohibition begins
1929	October 1st	Prohibition begins
1930	November 1st	Prohibition begins
1931	December 1st	Prohibition begins
1932	January 1st	Prohibition begins
1933	February 1st	Prohibition ends
1934	March 1st	Prohibition ends
1935	April 1st	Prohibition ends
1936	May 1st	Prohibition ends
1937	June 1st	Prohibition ends
1938	July 1st	Prohibition ends
1939	August 1st	Prohibition ends
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1941	October 1st	Prohibition ends
1942	November 1st	Prohibition ends
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1951	August 1st	Prohibition ends
1952	September 1st	Prohibition ends
1953	October 1st	Prohibition ends
1954	November 1st	Prohibition ends
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1956	January 1st	Prohibition ends
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1962	July 1st	Prohibition ends
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1964	September 1st	Prohibition ends
1965	October 1st	Prohibition ends
1966	November 1st	Prohibition ends
1967	December 1st	Prohibition ends
1968	January 1st	Prohibition ends
1969	February 1st	Prohibition ends
1970	March 1st	Prohibition ends
1971	April 1st	Prohibition ends
1972	May 1st	Prohibition ends
1973	June 1st	Prohibition ends
1974	July 1st	Prohibition ends
1975	August 1st	Prohibition ends
1976	September 1st	Prohibition ends
1977	October 1st	Prohibition ends
1978	November 1st	Prohibition ends
1979	December 1st	Prohibition ends
1980	January 1st	Prohibition ends
1981	February 1st	Prohibition ends
1982	March 1st	Prohibition ends
1983	April 1st	Prohibition ends
1984	May 1st	Prohibition ends
1985	June 1st	Prohibition ends
1986	July 1st	Prohibition ends
1987	August 1st	Prohibition ends
1988	September 1st	Prohibition ends
1989	October 1st	Prohibition ends
1990	November 1st	Prohibition ends
1991	December 1st	Prohibition ends
1992	January 1st	Prohibition ends
1993	February 1st	Prohibition ends
1994	March 1st	Prohibition ends
1995	April 1st	Prohibition ends
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1997	June 1st	Prohibition ends
1998	July 1st	Prohibition ends
1999	August 1st	Prohibition ends
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2001	October 1st	Prohibition ends
2002	November 1st	Prohibition ends
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2006	March 1st	Prohibition ends
2007	April 1st	Prohibition ends
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2009	June 1st	Prohibition ends
2010	July 1st	Prohibition ends
2011	August 1st	Prohibition ends
2012	September 1st	Prohibition ends
2013	October 1st	Prohibition ends
2014	November 1st	Prohibition ends
2015	December 1st	Prohibition ends
2016	January 1st	Prohibition ends
2017	February 1st	Prohibition ends
2018	March 1st	Prohibition ends
2019	April 1st	Prohibition ends
2020	May 1st	Prohibition ends
2021	June 1st	Prohibition ends
2022	July 1st	Prohibition ends
2023	August 1st	Prohibition ends
2024	September 1st	Prohibition ends
2025	October 1st	Prohibition ends
2026	November 1st	Prohibition ends
2027	December 1st	Prohibition ends
2028	January 1st	Prohibition ends
2029	February 1st	Prohibition ends
2030	March 1st	Prohibition ends
2031	April 1st	Prohibition ends
2032	May 1st	Prohibition ends
2033	June 1st	Prohibition ends
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2051	December 1st	Prohibition ends
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2067	April 1st	Prohibition ends
2068	May 1st	Prohibition ends
2069	June 1st	Prohibition ends
2070	July 1st	Prohibition ends
2071	August 1st	Prohibition ends
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2087	December 1st	Prohibition ends
2088	January 1st	Prohibition ends
2089	February 1st	Prohibition ends
2090	March 1st	Prohibition ends
2091	April 1st	Prohibition ends
2092	May 1st	Prohibition ends
2093	June 1st	Prohibition ends
2094	July 1st	Prohibition ends
2095	August 1st	Prohibition ends
2096	September 1st	Prohibition ends
2097	October 1st	Prohibition ends
2098	November 1st	Prohibition ends
2099	December 1st	Prohibition ends

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The Parking Authority was requested to approve the use of Off-Street Parking Funds in the amount of \$1,536,580.11 for relocation of the Howard Street sewer to allow construction of the Yerba Buena Convention Center to proceed.

This action was approved by the Parking Authority June 15, 1972, and subsequently by the Board of Supervisors, with the condition that the Off-Street Parking Fund be reimbursed from the sale of lease revenue bonds or in any event, from the sales tax account of the general fund by July 1, 1973, said account to be repaid from the sale of revenue bonds when the proceeds are available.

While one of the primary law suits was amicably settled this past year, other law suits are presently pending in the courts. At this time the remaining two law suits were settled and details are awaiting approval by the Board of Supervisors.

Performing Arts Center

The City of San Francisco Performing Arts Center Corporation has presented a Letter of Intent to aid and assist the City and County of San Francisco in acquisition and construction of a parking facility in the Performing Arts Center Project. This Letter of Intent and Feasibility Report were referred to the City Controller, Director of Property, Department of Public Works and Department of City Planning for review and recommendation.

Bicycle parking in public garages

During the fiscal year, bicycle parking has been approved by the Parking Authority and Board of Supervisors for the Union Square, Sutter-Stockton, Fifth and Mission and Ellis-O'Farrell Garages. The rate is a 25¢ flat rate (24-hour maximum) and is the same as charged at the Civic Center and Golden Gateway Garages. This is in conformity with Board of Supervisors' Resolution No. 363-71, approved June 30, 1971, urging the Parking Authority to provide bicycle parking in City-owned garages.

Civic Center Auto Park

The Lessee of this parking lot, ITT Service Industries Corporation, has proposed that certain improvements be made to this facility in order to provide more parking stalls and safeguard the public. The improvements involve basically repaving the area, striping the stalls, and renovating the non-operative flood-lighting system, as well as renovation of the entrance ramp. An arrangement whereby the operator will share the cost of improvements has been agreed upon. Plans and specifications have been approved. Bids have been received and are being reviewed by the City Engineer.

San Francisco Municipal Parking Tax

Legislation reducing the Off-Street Parking Tax from 25% to 10% was approved by the Board of Supervisors to become effective July 1, 1972.

This necessitated revision of the rate schedules at all City-controlled parking facilities and adjusting the rates to the nearest 5¢ interval.

New rate schedules were approved by the Parking Authority and the Board of Supervisors and posted at all facilities by the effective date.

Revenue figures for 1973-1974 over 1972-1973 show a small improvement:

1973-1974	\$7,919,100.86
1972-1973	<u>7,757,482.85</u>
	\$ 161,618.01 increase, or 2.0%

Automobiles parked:

1973-1974	6,037,888
1972-1973	<u>6,100,255</u>
	62,367 decrease, or -1.0%

Downtown Short-term Parking Plan

Following approval by the Board of Supervisors of an increase in the downtown parking meter rates and approval of the use of \$280,000 from the Off-Street Parking Fund, 6,000 25¢ parking meters have been installed in the downtown core area of San Francisco.

The non-profit corporation formed under the name of San Francisco Central City Parking Corporation is actively engaged in reviewing properties for small garages in the downtown core area to be financed from revenue derived from this increased parking meter rate.

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,568 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 7,252 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

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Constructed and in Operation in this Category

**Mission-Bartlett Parking Plaza	250 stalls
*Lakeside Village Parking Plazas I and II	49 stalls
Seventh and Harrison Parking Plaza	<u>270 stalls</u>

569 stalls

*The City originally acquired the sites for the two Lakeside Village neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard and Ocean and Nineteenth Avenues, constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing October 1, 1956. On January 28, 1965, the merchants' association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the Neighborhood Off-Street Parking Program. In March, 1965, the Lakeside Village Parking Plazas I and II were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

**During this fiscal year, conversion of this parking facility and its inclusion into the Neighborhood Parking Program has been completed and the facility officially opened June 14, 1974. It is now a parking meter operation with 128 2-hour meters and 100 8-hour meters.

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961 for the neighborhood shopping districts of the City is a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

20 public parking lots, and
2 public parking garages, in
15 neighborhood shopping districts, with
987 parking stall total capacity, for
\$4,763,269 estimated approximate cost

Portola District

As recommended by the Bureau of Engineering and approved by the Portola District Merchants Association, the maximum parking period in the Portola Parking Plaza was increased from one hour to two hours.

Noe Valley District

As recommended by the City Engineer in a re-survey of the Noe Valley Shopping District to determine if there has been a change in parking patterns and if any parking shortages exist, parking meters were installed on the side streets off of 24th Street which would balance the parking shortage.

West Portal District

As requested by the West Portal Avenue Association and approved by the Bureau of Engineering, the maximum parking period in the West Portal Parking Plazas I and II was increased from one hour to two hours.

Excelsior District

The Excelsior Businessmen's Association requested a survey of double or triple decking the Excelsior Parking Plaza. The City Engineer's report indicates that this would not be feasible because of excessive costs for the benefits gained.

Noriega District

At the request of the Noriega Merchants Association, the City Engineer has been requested to re-survey this neighborhood. However, he advises that parking surveys taken during the summer months do not reflect the true demand for parking since vacations and other factors distort the true demand. Therefore, he recommends that the survey not be done until September.

Mission-Bartlett Parking Plaza

Conversion of this parking lot and its inclusion into the Neighborhood Off-Street Parking Program has been completed and was officially opened June 14, 1974. It is now a parking meter operation with 128 2-hour meters and 100 8-hour meters.

Vallejo Street Garage

The hourly and monthly rates were increased at this garage, becoming effective the latter part of June. The hourly rate of 10¢ for the first hour is being maintained for the benefit of the merchants' association.

Use of Off-Street Parking Fund

The Parking Authority recommended and the Board of Supervisors approved an Ordinance amending Part II, Chapter XI, San Francisco Municipal Code (Traffic Code) by amending Section 213 thereof, extending the use of the Off-Street Parking Fund to include construction of on-street parking bays in parking meter districts in neighborhood shopping districts. Plans are proceeding to implement this process in the Outer Irving District.

Financing Time Schedule

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from moneys now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1974.
2. The Neighborhood Off-Street Parking Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and in operation: 22

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Eureka Valley (Castro Street)	21	\$ 79,768
Eureka Valley (Collingwood Street)	21	143,838
West Portal (West Portal Avenue)	20	135,490
West Portal (Claremont-Ulloa Streets)	24	192,650
Geary (Geary Boulevard)	22	101,133
Geary (18th-19th Avenues)	36	164,486
Inner Irving (8th-9th Avenues)	36	208,391
Outer Irving (20th Avenue)	25	111,018
Noe Valley (24th Street)	16	53,947
Portola (Felton Street)	15	42,451
Mission (16th and Hoff Streets)	72	284,096
Mission (24th and Capp Streets)	19	88,862
**Mission-Bartlett Parking Plaza	228	645,800
Clement (8th Avenue)	33	153,254
Clement (9th Avenue)	28	108,440
*Lakeside (Junipero Serra and Ocean Avenue)	20)	42,025
*Lakeside (19th and Ocean Avenues)	21)	
North Beach (Vallejo Street)	163	874,645
Marina (Pierce Street)	82	855,622
Polk (Redding School)	40	257,351
Excelsior (Norton-Harrington Streets)	30	131,217
Bay View (Palou-Mendell)	15	88,785
	<u>987</u>	<u>\$4,763,269</u>

*Transferred to Neighborhood Off-Street Parking Program March, 1965.

**Transferred to Neighborhood Off-Street Parking Program June, 1974.

Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1. Complete

a. 1973-1974	1,492 stalls
b. 1949-1973	<u>26,334</u> "
c. Total	27,826

11. Total under No. 1 27,826 stalls

Policy Point No. 2: (Public-private financing)

1. Completed

a. 1973-1974	-0- stalls
b. 1949-1973	<u>9,061</u> "
c. Total	9,061 "

11. Under development

a. 1973-1974 500 stalls

111. Total under No. 2 9,561 stalls

Policy Point No. 3: (Public financing)

1. Completed

a. 1973-1974	-0- stalls
b. 1949-1973	<u>1,287</u> "
c. Total	1,287 "

11. Under development

a. 1973-1974 343 stalls

111. Total under No. 3 1,630 stalls

GRAND TOTAL 39,017 stalls

The actual projected total cost of this program is approximately \$55 million, of which, under the Parking Authority's program and policy, only about \$9 million will have required public financing; roughly only about 16% of the total.

COMPARATIVE STATEMENT OF
SAN FRANCISCO MUNICIPAL PARKING FACILITIES

1973-74

Facility	Gross Income			Rent Paid City		
	1972-73	1973-74	Increase (Decrease)	1972-73	1973-74	Increase (Decrease)
Civic Center Auto Park	\$144,177.00	\$156,725.86	\$12,548.86 +8.7%	\$101,993.98	\$110,715.47	\$ +8,721.51 +7.7%
Civic Center Plaza Garage	498,751.07	527,712.21	+28,961.14 +5.8%	*	*	
Ellis-O'Farrell Garage	819,814.55	847,514.21	+27,699.66 +3.4%	*	*	
Forest Hill Parking Plaza	804.00	804.00		804.00	804.00	
Fifth & Mission Garage	804,053.95	817,056.10	-46,997.85 -5.4%	*	*	
Golden Gateway Garage	1,090,403.87	1,022,958.67	-67,445.20 -6.1%	*	*	
Japanese Cultural Center Garage	173,136.75	186,284.89	13,148.14 +7.5%	*	*	
Marshall Square Parking Plaza	56,183.68	54,863.41	- 1,320.27 -2.3%	37,081.20	36,869.84	- 211.36 -0.5%
Portsmouth Square Garage	665,430.72	673,246.54	+ 7,815.82 +1.1%	*	*	
St. Mary's Square Garage	939,763.60	978,861.85	+39,098.25 +4.1%	41,134.98	41,317.71	+ 182.73 +0.4%
Seventh & Harrison Parking Plaza	38,911.42	59,987.32	+21,075.90 +54.1%	27,510.40	39,411.65	+11,901.25 +43.2%
Sutter-Stockton Garage	890,809.89	897,512.95	+ 6,703.06 +7.7%	*	*	
Union Square Garage	1,540,061.62	1,579,197.00	+39,135.38 +2.4%	682,901.69	675,688.03	-7,213.66 -1.5%

COMPARATIVE STATEMENT OF
San Francisco Municipal Parking Facilities
1973-74

FACILITY	GROSS INCOME		Increase - Decrease		RENT PAID CITY		Increase - Decrease	
	1972-73	1973-74			1972-73	1973-74		
Vallejo Street	\$ 95,180.73	\$ 116,375.85	\$21,195.12	+22.2%	\$ 58,696.58	\$ 52,357.50	\$-6,339.08	-10.7%
	\$7,757,482.85	\$7,919,100.86	\$161,618.01	+ 2.0%	\$950,122.83	\$957,164.20	\$+7,041.37	+ 0.7%
Mission-Bartlett Parking Plaza	58,650.08 ⁽¹⁾	29,354.77 ⁽²⁾			16,000.00 ⁽³⁾	40,093.48 ⁽⁴⁾		
	\$7,816,132.93	\$7,948,455.63			\$966,122.83	\$997,257.68		

* In the case of Civic Center Plaza Garage, Ellis-O'Farrell Garage, Fifth and Mission Garage, Golden Gateway Garage, Japanese Cultural Center Garage and Sutter-Stockton Garage, under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

- (1) Corrected figure from 1972-73 annual report; information previously not available.
- (2) Revenue statements of gross income from July through December, 1973 only. Facility closed January 1, 1974 for conversion to parking meter lot.
- (3) Corrected figure of revenue received and applied to rent on account for 1971-72 and in lieu taxes, as indicated by deposit receipts from Real Estate Department.
- (4) Revenue received and applied to rent on account for 1971-72, 1972-73, July, 1973 to April 20, 1974, and in lieu taxes, as indicated by deposit receipts from Real Estate Department.

	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED		
	1972-73	1973-74	1972-73	1973-74	1972-73	1973-74	Increase-Decrease
Civic Center Auto Park	\$10,764.45	\$ 8,235.06	\$112,758.43	\$118,950.53	132,370	143,155	+10,785 +8.1%
Civic Center Plaza Garage					473,161	449,861	-23,300 -4.9%
Ellis-O'Farrell Garage	62,068.70	60,086.25	62,068.70	60,086.25	482,148	482,220	+ 72 +.01%
Forest Hill Parking Plaza			804.00	804.00	22,950	22,950	
Fifth & Mission Garage	74,658.70	67,307.63	74,658.70	67,307.63	1,287.788	1,259,700	-28,088 -2.1%
Golden Gateway Garage	100,613.00	95,396.87	100,613.00	95,396.87	432,215	420,824	-11,391 -2.6%
Japanese Cultural Center Garage	22,976.75	22,203.13	22,976.75	22,203.13	168,806	166,277	- 2,529 -1.1%
Marshall Square Parking Plaza	1,919.98	964.69	39,001.53	37,834.53	44,143	39,742	- 4,401 -9.9%
Portsmouth Square Garage	34,559.55	30,471.88	34,559.55	30,471.88	654,965	624,569	-30,396 -4.6%
St. Mary's Square Garage	32,324.83	29,461.25	73,459.81	70,778.96	362,121	358,474	- 3,647 -1.0%
Seventh & Harrison Parking Plaza	1,007.20	980.00	28,517.60	40,391.65	127,766	162,759	+34,993 +27.3%
Sutter-Stockton Garage	47,212.50	42,140.00	47,212.50	42,140.00	819,376	820,298	+ 922 +.01%
Union Square Garage	55,490.43	44,642.06	738,392.12	720,330.09	927,263	903,616	-23,647 -2.5%
Vallejo Street Garage	12,117.88	2,088.63	70,814.46	54,446.13	165,183	183,443	+18,260 +11.0%
	\$455,713.97	\$403,977.45	\$1,405,837.15	\$1,361,141.65	6,100,255	6,037,888	-62,367 -1.0%

	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED	
	1972-73	1973-74	1972-73	1973-74	1972-73	1973-74
Mission-Bartlett	\$ 9,962.74	\$ 4,838.07	\$ 16,000.00	\$ 40,093.48	(Not available)	
Parking Plaza						
	\$465,676.71	\$408,812.52	\$1,421,837.15	\$1,401,235.13		

- (1) Balance of taxes due for 1970, 1971-72 and 1972-73
- (2) Revenue received and applied on accounts for 1971-72, 1972-73 and 1973-74

PARKING METER COLLECTIONS
Neighborhood Facilities

<u>Facility</u>	<u>No. Meters</u>	<u>Gross Income</u>		<u>Increase - Decrease</u>		<u>Income Totals to Date</u>
		<u>1972-73</u>	<u>1973-74</u>	<u>#</u>	<u>%</u>	
Polk (Redding School)	40	\$5,394.60	\$6,025.32	\$ +630.72	+10.4	\$ 22,309.61
West Portal #1 (W. Portal Ave.) #2 (Claremont-Ulloa)	20 24	3,955.53	4,688.29	+732.76	+18.5	23,137.92
Lakeside #1 (J. Serra & Ocean) #2 (19 th Ave. & Ocean)	20 21	4,626.49	5,118.35	+491.86	+10.7	39,342.22
Marina (Pierce St.)	82	8,012.74	9,106.24	+1,093.50	+13.6	30,763.84
Mission (16 th & Hoff Sts.)	72	5,558.43	6,425.66	+867.23	+15.6	53,973.86
Eureka Valley #1 (Castro) #2 (18 th & Collingwood)	21 21	4,287.42	4,911.69	+624.27	+14.5	30,343.51
Noe Valley (24 th St.)	16	1,292.85	1,644.90	+352.05	+24.7	10,681.84
Outer Irving (20 th Ave.) Inner Irving (8 th -9 th Aves.)	25 36	6,075.29	7,407.79	+1,332.50	+21.9	33,656.31
Clement #1 (8 th Ave.) #2 (9 th Ave.)	28 33	3,801.86	5,184.81	+1,382.95	+36.3	27,596.77
Excelsior (Norton-Harrington)	30	3,858.47	4,301.28	+442.81	+10.3	15,152.84
Geary #1 (Geary Blvd.) #2 (18 th -19 th Aves.)	22 36	5,426.53	6,208.00	+781.47	+14.3	32,404.99
Portola (Felton)	15	587.23	647.54	+60.31	+10.2	5,217.34
Bayview (Pelou-Mendell)	15	1,472.20	1,828.30	+356.10	+24.1	8,306.48
Mission (24 th & Capp)	19	--	741.54	(1)	(2)	741.54
Mission (Bertlett & 21st)	228	--	741.54	(1)	(2)	741.54
	824	\$54,349.64	\$64,239.71	\$9,148.53	+16.8	\$333,629.07

(1) Mission-Bartlett Parking Plaza converted to neighborhood facility opened 6/15/74.

(2) No percentage increase as income reflects only two weeks' experience; final percentage increase-decrease is figured without this activity.

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	\$5,000,000.00
Transferred to Account	232,684.59
Appropriated	\$5,232,684.59
Expended	5,232,438.41
Surplus *	\$ 2,246.18

Unappropriated balance June 30, 1974 \$ 342,577.14

*Account closed June 30, 1960, Surplus funds
transferred to Unappropriated Account No. 1990.

All outstanding bonds have matured, have been presented for
payment and will no longer constitute an obligation of the
City.

ACKNOWLEDGMENTS

The Parking Authority wishes to express its appreciation and acknowledge
the cooperation and assistance of Mayor Joseph L. Alioto; the Chief
Administrative Officer; Members of the Board of Supervisors; the City
Attorney; Controller; Director of Property; Director of Public Works;
City Engineer; Traffic Engineer; Director of Planning; the private
garage industry; the public-spirited citizens comprising the
corporations sponsoring many major projects, and others who have
given so generously of their time and contributed so greatly to the
advancement of its program during the past year.

Respectfully submitted,

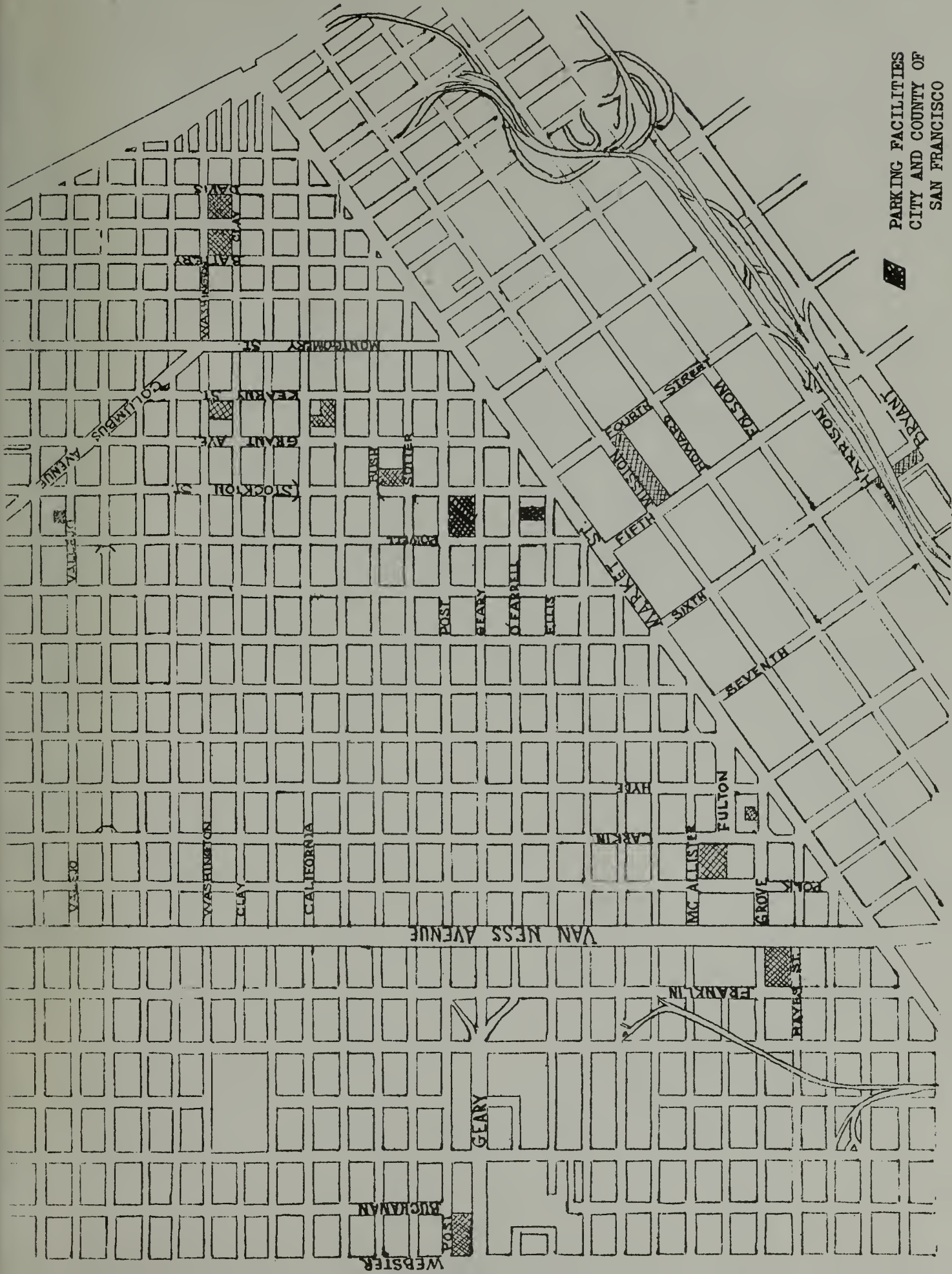
PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

Arthur S. Becker

Arthur S. Becker
Director

Encs.

PARKING FACILITIES
CITY AND COUNTY OF
SAN FRANCISCO



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ANNUAL REPORT

1974-75



THE PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO

PARKING AUTHORITY

DONALD MAGNIN, Chairman

JACK DWYER

FRANCIS H. LOUIE

ACHILLE H. MUSCHI

MICHAEL J. McFADDEN, M. D.

Staff:

ARTHUR S. BECKER, Director

HONORABLE JOSEPH L. ALIOTO, Mayor
City and County of San Francisco

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Honorable Joseph L. Alioto, Mayor
City and County of San Francisco
200 City Hall
San Francisco, California 94102



Dear Mayor Alioto:

On behalf of the Parking Authority and its Staff, I submit herewith the report of the San Francisco Parking Authority for the fiscal year 1974-1975.

The activities and accomplishments of the Authority are briefly summarized in the following paragraphs:

1. As a result of the appropriation of \$27,000 from the Off-Street Parking Fund, the City Engineer will soon begin a study that will up-date our information concerning the need, if any, for additional parking facilities in the various neighborhood shopping districts.
2. Sidewalk narrowing, to permit angle parking on certain streets in the Irving Street shopping district, will be commenced as a result of the appropriation of \$62,000 from the Off-Street Parking Fund.
3. The Social Services Department vacated its premises at 585 Bush Street, and the expansion of the Sutter-Stockton Garage at that site is well under way.
4. A Letter of Intent, dated September 25, 1974 from the San Francisco Central City Parking Corporation, offering to aid and assist the City and County of San Francisco in the acquisition, construction and financing of a parking facility at the southeast corner of Mission and Steuart Streets was presented to the Authority at its Regular Meeting October 24, 1974. A revised Letter of Intent dated February 24, 1975 was submitted to the Board of Supervisors by the San Francisco Central City Parking Corporation and referred to the Parking Authority March 3, 1975.

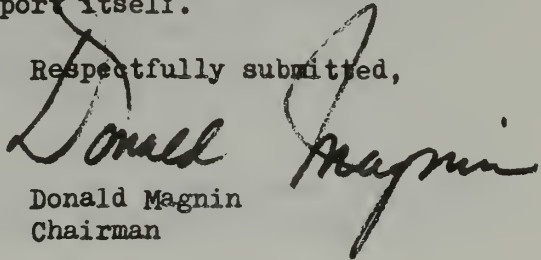
Legislation approving the Joint Working Agreement between the City and County of San Francisco and the Parking Authority for use of off-street parking funds for preparation of an Environmental Impact Report is presently before the Parking Authority for consideration.

5. Rate increases for several of the City-owned garages are under consideration. These revisions will (a) provide additional funds to cover operating cost increases resulting from higher wage and utility costs, and (b) will keep rates more nearly in line with those of the private sector, since it is not the policy of the Authority to sustain so low a rate structure that the private operator is penalized unfairly. Further, rate increases for other City-owned facilities have been effected.

6. Parking meter revenues for the fiscal year were approximately \$2,422,000, an increase of \$366,000 over the prior fiscal year, and an increase of \$923,000 over the fiscal year 1972-1973.

For a more detailed analysis of the operating results of the various facilities, and for additional information on the status of the City parking program, I refer you to the report itself.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Donald Magnin", is written over the typed name and title.

Donald Magnin
Chairman



THE PARKING AUTHORITY CITY AND COUNTY OF SAN FRANCISCO

450 McALLISTER STREET - ROOM 603
SAN FRANCISCO, CALIFORNIA 94102
(415) 558-3651

Members:
DONALD MAGNIN
Chairman
JACK DWYER
FRANCIS H. LOUIE
MICHAEL J. McFADDEN, M.D.
ACHILLE H. MUSCHI
...
ARTHUR S. BECKER
Director

JOSEPH L. ALIOTO, Mayor

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY City and County of San Francisco Fiscal year ending June 30, 1975

The report of the Parking Authority for the fiscal year 1974-1975, together with supplemental information, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) Quarterly Reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, including the Director.

PARKING AUTHORITY BUDGET

1973-1974	\$52,518
1974-1975	\$57,029
Past ten-year average	\$46,565

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendation to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported,
completed and placed in operation
during fiscal year 1974-1975

1,940 stalls

These additions brought the total
of new off-street parking spaces
provided under this phase of the
Authority program since October 6,
1949, to

29,766 stalls.

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Constructed and in Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

<u>Name</u>	<u>Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
*Union Square Garage	September 11, 1942	1,081	\$ -0-	\$1,646,331	\$1,646,331
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-

<u>Name</u>	<u>Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
Civic Center Auto Park	December 18, 1953	276	-0-	\$ 31,000	\$ 31,000
St. Mary's Square Garage	May 12, 1954	828	\$ 417,513	2,300,000	2,717,513
Forest Hill Parking Plaza	July 1, 1957	20	-0-	-0-	-0-
**Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Civic Center Plaza Garage	March 1, 1960	840	-0-	4,298,822	4,298,822
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Fifth & Mission Garage Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Portsmouth Square Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural Center Garages	February 16, 1968	850	256,640	3,750,000	4,006,640
Fifth & Mission Garage Expansion II	February 6, 1970	316	258,100	1,188,700	1,446,800

*All debts of the Union Square Garage Corporation have been retired and effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and nine months commencing October 1, 1967.

**Privately financed and operated until July 20, 1965, at which time it was acquired by the City.

Under Development in this Category

Sutter-Stockton Garage Expansion

This project has been developed jointly by the City of San Francisco Uptown Parking Corporation and the Parking Authority and approved by the City.

A Letter of Intent received from the Corporation proposed to finance and construct the expansion of the present garage by approximately 500 additional stalls. This is being accomplished by using the land formerly occupied by the City's Department of Social Services at the southeast corner of Bush and Stockton Streets and relocating this department to more modern offices at 166-170 Otis Street and 1350 Jessie Street.

Social Services vacated the premises at 585 Bush Street, thereby permitting demolition and construction to commence December 27, 1974. The construction contract calls for completion in 480 calendar days from that date - approximately 16 months - with completion expected by April 30, 1976.

Present estimates indicate the following physical and financial facts:

Location: 585 Bush Street, at the southeast corner of
Stockton and Bush Streets

Size: Approximately 200,000 square feet

Additional parking stalls: 500

Total parking stalls: 1,370

Estimated construction cost: \$4,100,000

Estimated cost of land acquisition: \$1,000,000

Architects: Lackey, Sokoloff, Hamilton & Blewett

Engineers: H. J. Degenkolb & Associates

Operator: City of San Francisco Uptown Parking Corporation

Management: System Auto Parks & Garages, Inc.

Operation: Self-parking

Parking Rates: Hourly parking (tax included)

1 hour	25¢
2 hours	55¢
3 hours	85¢
4 hours	\$1.20
5 hours	\$1.60
6 hours	\$2.00
7 hours	\$2.40
8 hours	\$2.80
9 hours	\$3.20
10 hours	\$3.30
24 hours (maximum)	\$3.30

Evening parking 85¢
6:00 PM to 2:30 AM

Overnight parking \$1.10
6:00 PM to 6:00 AM

Sunday parking 55¢
6:00 AM to 6:00 PM

First hour 20¢
Second hour 40¢
Third hour 55¢
(maximum)

Weekend special \$1.65 maximum
6:00 PM Saturday to
6:00 PM Sunday

Monthly parking \$41.25
(with in and out privileges)

As existing monthly parking contracts are terminated by the present holders, monthly parking shall be limited to a maximum of 50 parking spaces; shall be on a month-to-month basis only; and shall be permitted only when and if said practice is not to the detriment of the transient parker.

Bicycle parking 25¢ flat rate
(24-hour maximum)

Yerba Buena Garages

Since formal presentation of this project to the Parking Authority by the Redevelopment Agency, meetings have been held by the Yerba Buena Center Public Facilities Advisory Board. Preliminary plans for the underground garages and partial exhibit hall work have been reviewed.

The Parking Authority was requested to approve the use of Off-Street Parking Funds in the amount of \$1,536,580.11 for relocation of the Howard Street sewer to allow construction of the Yerba Buena Convention Center to proceed.

This action was approved by the Parking Authority June 15, 1972, and subsequently by the Board of Supervisors, with the condition that the Off-Street Parking Fund be reimbursed from the sale of lease revenue bonds or in any event, from the sales tax account of the general fund by July 1, 1973, said account to be repaid from the sale of revenue bonds when the proceeds are available.

While one of the primary law suits was amicably settled this past year, other law suits are presently pending in the courts.

Performing Arts Center

Sponsors of San Francisco Performing Arts Center, Inc. have presented a Letter of Intent to aid and assist the City and County of San Francisco in acquisition and construction of a parking facility in the Performing Arts Center Project. This Letter of Intent and Feasibility Report were referred to the City Controller, Director of Property, Department of Public Works and Department of City Planning for review and recommendation.

Present plans call for a change of site from Marshall Square to the Civic Center Auto Park (Commerce High School Playfield). The proposal as planned will contain a 400-stall parking garage on a section of the proposed site. In order to obtain approval by the City for the Commerce High School site, an Environmental Impact Report has been prepared by the staff of the City Planning Department, paid for by Sponsors, as a final step in the designation of this site as a suitable location.

Bicycle parking in public garages

During the fiscal year, bicycle parking has been approved by the Parking Authority and Board of Supervisors for the Fifth and Mission and Ellis-O'Farrell Garages. The rate is a 25¢ flat rate (24-hour maximum) and is the same as charged at Civic Center, Golden Gateway, Union Square and Sutter-Stockton Garages. This is in conformity with Board of Supervisors' Resolution No. 363-71, approved June 30, 1971, urging the Parking Authority to provide bicycle parking in City-owned garages.

Civic Center Auto Park

The Lessee of this parking lot, ITT Service Industries Corporation, proposed that certain improvements be made to this facility in order to provide more parking stalls and safeguard the public. The improvements involved repaving the area, striping the stalls, and renovating the non-operative flood-lighting system, as well as renovation of the entrance ramp.

An arrangement whereby the operator would share the cost of improvements was agreed upon. The renovation began December 6, 1974 and was completed December 23, 1974.

Golden Gateway Garage

Savoy Auto Parks & Garages, Inc. was approved operator of this garage for a two-year term becoming effective July 1, 1974.

Fifth & Mission Garage

S. E. Onorato Incorporated was approved operator of this garage for a three-year term becoming effective July 31, 1974.

Ellis-O'Farrell Garage

Savoy Auto Parks & Garages Inc. was approved operator of this garage for a five-year term beginning May 1, 1975.

Japanese Cultural Center Garages

National-Braemar, Inc. was approved direct operator of these garages for an additional three-year term beginning March 1, 1975.

Civic Center Plaza Garage

Extension of the City Lease between the City of San Francisco Civic Plaza Parking Corporation and the City and County of San Francisco was approved by the Parking Authority, the Recreation and Park Department and the Board of Supervisors for an additional five years at the same annual rental of \$285,000.

Operation of this facility was awarded to Larry Barrett Garages by the City of San Francisco Civic Plaza Parking Corporation for a term of five years beginning March 1, 1975.

Parking Rate Increases

Hourly and monthly rate increases were approved by the Parking Authority and the Board of Supervisors for the Civic Center Auto Park, Civic Center Plaza Garage and Marshall Square Parking Plaza. Hourly rates were increased 5¢ per hour for the first two hours in the three facilities; three to six hours increased on a sliding scale from 10¢ to 60¢ at the garage and 10¢ to 50¢ for the two lots; the monthly rate at the garage increased by \$7.00 and \$8.00 at the two lots.

San Francisco Municipal Parking Tax

Legislation reducing the Off-Street Parking Tax from 25% to 10% was approved by the Board of Supervisors to become effective July 1, 1972.

This necessitated revision of the rate schedules at all City-controlled parking facilities and adjusting the rates to the nearest 5¢ interval.

New rate schedules were approved by the Parking Authority and the Board of Supervisors and posted at all facilities by the effective date.

Revenue figures for 1974-1975 over 1973-1974 show an improvement:

1974-1975	\$8,428,783.60
1973-1974	<u>7,919,100.86</u>
	\$ 509,682.74 increase, or +6.4%

Automobiles parked:

1974-1975	6,100,806
1973-1974	<u>6,037,888</u>
	62,918 increase, or +1.0%

Downtown Short-term Parking Plan

Following approval by the Board of Supervisors of an increase in the downtown parking meter rates and approval of the use of \$280,000 from the Off-Street Parking Fund, 6,000 25¢ parking meters have been installed in the downtown core area of San Francisco.

A non-profit corporation formed under the name of San Francisco Central City Parking Corporation has submitted a Letter of Intent to the Board of Supervisors and Parking Authority to aid and assist the City and County of San Francisco in the acquisition, construction and financing of a parking facility at the southeast corner of Mission and Steuart Streets under the name of Embarcadero Garage, with a capacity of 475 stalls.

Legislation approving the Joint Working Agreement between the City and County of San Francisco and the Parking Authority for use of off-street parking funds for preparation of an Environmental Impact Report was approved by the Parking Authority and will be forwarded to the Board of Supervisors for consideration.

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,568 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 7,252 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Constructed and in Operation in this Category

**Mission-Bartlett Parking Plaza	250 stalls
*Lakeside Village Parking Plazas I and II	49 stalls
Seventh and Harrison Parking Plaza	<u>270 stalls</u>
	<u>569 stalls</u>

*The City originally acquired the sites for the two Lakeside Village neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard and Ocean and Nineteenth Avenues, constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing October 1, 1956. On January 28, 1965, the merchants' association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the Neighborhood Off-Street Parking Program. In March, 1965, the Lakeside Village Parking Plazas I and II were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

**During the fiscal year 1973-74, conversion of this parking facility and its inclusion into the Neighborhood Parking Program was completed and the facility officially opened June 14, 1974. It is now a parking meter operation with 128 2-hour meters and 100 8-hour meters.

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961 for the neighborhood shopping districts of the City is a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

20 public parking lots, and
2 public parking garages, in
15 neighborhood shopping districts, with
987 parking stall capacity, for
\$4,763,269 estimated approximate cost

Clement District

At the request of the Clement Street Merchants Association, the City Engineer made a re-survey of this neighborhood area in September, 1974. This survey shows that an additional 33 spaces

can be gained on the side streets by installation of parking meters to the depth of the commercial frontage. This will more than balance the shortage. This matter is awaiting public hearing by the Board of Supervisors.

Taraval-Parkside District

The Taraval-Parkside merchants expressed a need for off-street parking on Taraval Street between 32nd and 33rd Avenues. In a survey made in January, the City Engineer recommended that 45 additional spaces could be gained by placing time limit restrictions on the side streets to the depth of the commercial frontage property and on Taraval Street between 33rd and 34th Avenues. This recommendation is awaiting a decision by the merchants.

Excelsior District

In response to a request from the Excelsior Merchants Association, the Department of City Planning issued an unfavorable report on the proposal of the local merchants for a municipal parking lot at the corner of Francis and Merchant Streets. Meetings are continuing with the merchants' association and representatives of other City Departments to provide additional off-street parking in the area.

Noriega District

At the request of the Noriega Merchants Association, the City Engineer is in the process of issuing his re-survey of this neighborhood shopping district.

Use of Off-Street Parking Fund

The Parking Authority recommended and the Board of Supervisors approved an Ordinance amending Part II, Chapter XI, San Francisco Municipal Code (Traffic Code) by amending Section 213 thereof, extending the use of the Off-Street Parking Fund to include construction of on-street parking bays in parking meter districts in neighborhood shopping districts. Funds in the amount of \$62,000 from the Off-Street Parking Fund have been approved to implement this process in the Outer Irving District.

Funds in the amount of \$27,000 from the Off-Street Parking Fund have been approved for a City-wide parking study by the City Engineer to re-evaluate the present municipal parking lots and the need for additional off-street parking facilities in Neighborhood Shopping Districts.

Funds in the amount of \$35,500 from the Off-Street Parking Fund were approved for purchase of spare meters to be used by the Department of Electricity for preventive maintenance, vandalism, vehicle damage to meters and theft.

Financing Time Schedule

1. The Controller of the City and County of San Francisco has estimated that the basic program can be financed in its entirety from moneys now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1975.
2. The Neighborhood Off-Street Parking Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and in operation: 22

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Eureka Valley (Castro Street)	21	\$ 79,768
Eureka Valley (Collingwood Street)	21	143,838
West Portal (West Portal Avenue)	20	135,490
West Portal (Claremont-Ulloa Streets)	24	192,650
Geary (Geary Boulevard)	22	101,133
Geary (18th-19th Avenues)	36	164,486
Inner Irving (8th-9th Avenues)	36	208,391
Outer Irving (20th Avenue)	25	111,018
Noe Valley (24th Street)	16	53,947
Portola (Felton Street)	15	42,451
Mission (16th and Hoff Streets)	72	284,096
Mission (24th and Capp Streets)	19	88,862
**Mission-Bartlett Parking Plaza	228	645,800
Clement (8th Avenue)	33	153,254
Clement (9th Avenue)	28	108,440
*Lakeside (Junipero Serra and Ocean Avenue)	20)	42,025
*Lakeside (19th and Ocean Avenues)	21)	
North Beach (Vallejo Street)	163	874,645
Marina (Pierce Street)	82	855,622
Polk (Redding School)	40	257,351
Excelsior (Norton-Harrington Streets)	30	131,217
Bay View (Palou-Mendell)	15	88,785
	<u>987</u>	<u>\$4,763,269</u>

*Transferred to Neighborhood Off-Street Parking Program March, 1965.

**Transferred to Neighborhood Off-Street Parking Program June, 1974.

Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1. Completed

a. 1974-1975	1,940 stalls
b. 1949-1974	<u>27,826</u> "
c. Total	29,766 "

11. Total under No. 1 29,766 stalls

Policy Point No. 2: (Public-private financing)

1. Completed

a. 1974-1975	-0- stalls
b. 1949-1974	<u>9,061</u> "
c. Total	9,061 "

11. Under development

a. 1974-1975 500 stalls

111. Total under No. 2 9,561 stalls

Policy Point No. 3: (Public financing)

1. Completed

a. 1974-1975	-0- stalls
b. 1949-1974	<u>1,287</u> "
c. Total	1,287 "

11. Under development

a. 1974-1975 343 stalls

111. Total under No. 3 1,630 stalls

GRAND TOTAL 40,957 stalls

The actual projected total cost of this program is approximately \$55 million, of which, under the Parking Authority's program and policy, only about \$9 million will have required public financing; roughly only about 16% of the total.

COMPARATIVE STATEMENT
SAN FRANCISCO MUNICIPAL PARKING FACILITIES
1974-75

Facility	Gross Income			Increase - Decrease			Increase - Decrease		
	1973-74	1974-75		1974-75			1973-74	1974-75	
Civic Center Auto Park	\$156,725.86	\$156,539.68	-	186.18	- 0.1%		\$110,715.47	\$111,385.69	+ 670.22
Civic Center Plaza Garage	527,712.21	546,427.43		+18,715.22	+ 3.5%		*	*	
Ellis-O'Farrell Garage	847,514.21	903,170.46		+55,656.25	+ 6.5%		*	*	
Forest Hill Parking Plaza	804.00	804.00					804.00	804.00	
Fifth & Mission Garage	817,056.10	805,441.45		-11,614.65	- 1.4%		*	*	
Golden Gateway Garage	1,022,958.67	1,130,594.80		+107,636.13	+10.5%		*	*	
Japan Center Garage	186,284.89	191,065.21		+ 4,780.32	+ 2.5%		*	*	
Marshall Square Parking Plaza	54,863.41	55,949.59		+ 1,086.18	+ 1.9%		36,869.84	37,856.84	+ 987.00
Portsmouth Square Garage	673,246.54	726,186.09		+52,939.55	+ 7.8%		*	*	
St. Mary's Square Garage	978,861.85	1,055,107.03		+76,245.18	+ 7.7%		41,317.71	46,516.75	+5,199.04
Seventh & Harrison	59,987.32	65,275.71		+ 5,288.39	+ 8.8%		39,411.65	42,886.11	+3,474.46
Sutter-Stockton Garage	897,512.95	915,749.31		+18,236.36	+ 2.0%		*	*	
Union Square Garage	1,579,197.00	1,736,771.24		+157,574.24	+ 9.9%		675,688.03	717,806.08	+42,118.05

COMPARATIVE STATEMENT OF
San Francisco Municipal Parking Facilities
1974-75

<u>Facility</u>	<u>Gross Income</u>		<u>Increase-Decrease</u>		<u>Rent Paid City</u>		<u>Increase-Decrease</u>
	<u>1973-74</u>	<u>1974-75</u>	<u>1973-74</u>	<u>1974-75</u>	<u>1973-74</u>	<u>1974-75</u>	
Vallejo Street Garage	<u>\$116,375.85</u>	<u>\$139,701.60</u>	<u>+23,325.75</u>	<u>+20.0%</u>	<u>\$ 52,357.50</u>	<u>\$62,346.84</u>	<u>+9,989.34</u> +19.0%
	<u>\$7,919,100.86</u>	<u>\$8,428,783.60</u>	<u>+509,682.74</u>	<u>+6.4%</u>	<u>\$957,164.20</u>	<u>\$1,019,602.31</u>	<u>+62,438.11</u> +6.5%
Mission-Bartlett Parking Plaza	<u>29,354.77⁽¹⁾</u>				<u>40,093.48⁽²⁾</u>		
	<u>7,948,455.63</u>				<u>997,257.68</u>		

(1) Revenue statements of gross income from July through December, 1973 only. Closed as privately operated facility January 1, 1974, for conversion to parking meter operation and re-opened June 14, 1974. Parking plaza now carried as Neighborhood Parking Facility under Parking Meter Collections.

(2) Revenue received and applied to rent on account for 1971-72, 1972-73, July, 1973 to April 20, 1974, and in lieu taxes, as indicated by deposit receipts from Real Estate Department.

* In the case of Civic Center Plaza Garage, Ellis-O'Farrell Garage, Fifth and Mission Garage, Golden Gateway Garage, Japanese Cultural Center Garage and Sutter-Stockton Garage, under the contract, the rent payable to the City annually is an amount equal to 100% of net income after the payment of operating costs and debt service charges. Portsmouth Square Garage pays 103% of their net income after expenses.

	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED	
	1973-74	1974-75	1973-74	1974-75	1973-74	1974-75
Civic Center Auto Park	\$ 8,235.06	\$ 5,992.50	\$118,950.53	\$117,378.19	143,155	140,306
					- 2,849	-1.9%
Civic Center Plaza Garage					449,861	442,367
					- 7,494	-1.6%
Ellis-O'Farrell Garage	60,086.25	62,220.00	60,086.26	62,220.00	482,220	508,434
					+26,214	+5.4%
Forest Hill Parking Plaza	61.25	63.75	865.25	867.75	22,950	22,950
Fifth & Mission Garage	67,307.63	64,313.19	67,307.63	64,313.19	1,259,700	1,249,636
					-10,064	-0.7%
Golden Gateway Garage	95,396.87	102,000.00	95,396.87	102,000.00	420,824	406,105
					-14,719	-3.4%
Japan Center Garage	22,203.13	28,591.88	22,203.13	28,591.88	166,277	156,035
					-10,240	-6.1%
Marshall Square Parking Plaza	964.69	3,888.75	37,834.53	41,745.59	39,742	39,212
					- 530	-1.3%
Portsmouth Square Garage	30,471.88	30,545.81	30,471.88	30,545.81	624,569	631,237
					+ 6,668	+1.0%
St. Mary's Square Garage	29,461.25	28,432.50	70,778.96	74,949.25	358,474	348,594
					- 9,880	-2.7%
Seventh & Harrison Parking Plaza	980.00	1,020.00	40,391.65	43,906.11	162,759	178,817
					+16,058	+9.8%
Sutter-Stockton Garage	42,140.00	39,461.25	42,140.00	39,461.25	820,298	830,394
					+10,096	+1.2%
Union Square Garage	44,642.06	40,162.50	720,330.09	757,968.58	903,616	952,014
					+48,398	+5.3%
Vallejo Street Garage	2,088.63	1,816.88	54,446.13	64,163.72	183,443	194,703
					+11,260	+6.1%
	<u>\$404,038.70</u>	<u>\$408,509.01</u>	<u>\$1,361,202.90</u>	<u>\$1,428,111.32</u>	<u>6,037,888</u>	<u>6,100,806</u>
					<u>+62,918</u>	<u>+1.0%</u>

	TAXES RECEIVED		TOTAL TAXES AND RENT		AUTOMOBILES PARKED	
	1973-74	1974-75	1973-74	1974-75	1973-74	1974-75

Mission-Bartlett
Parking Plaza

\$ 4,838.07 -- \$ 40,093.48*

*Revenue received and applied on accounts for 1971-72, 1972-73 and 1973-74.
Parking plaza was converted from a private operation to a meter operation and was opened on June 14, 1974
under the Neighborhood Parking Program.

PARKING METER COLLECTIONS
Neighborhood Facilities

Facility	No. Meters	Gross Income		Increase - Decrease		Income Totals to Date
		1973-74	1974-75	#	%	
Polk (Redding School)	40	\$ 6,025.32	\$6,482.61	+ 457.29	+ 7.5	\$ 28,792.22
West Portal #1 (W. Portal Avenue) #2 (Claremont-Ulloa)	20 24	4,688.29	5,214.20	+ 525.91	+11.2	28,352.12
Lakeside #1 (J. Serra & Ocean Ave.) #2 (19 th Ave. & Ocean Ave.)	20 21	5,118.35	5,610.20	+ 491.85	+ 9.6	44,952.42
Marina (Pierce Street)	82	9,106.24	9,585.54	+ 479.30	+ 5.2	40,349.38
Mission (16 th & Hoff Streets)	72	6,425.66	7,095.80	+ 670.14	+10.4	61,069.66
Eureka Valley #1 (Castro Street) #2 (10 th & Collingwood)	21 21	4,911.69	5,274.79	+ 363.10	+ 7.3	35,618.30
Noe Valley (24 th Street)	16	1,644.90	1,853.45	+ 208.55	+12.7	12,535.29
Outer Irving (20th Avenue) Inner Irving (8 th & 9 th Avenues)	25 36	7,407.79	8,207.25	+ 799.46	+10.7	41,863.56
Clement #1 (8 th Avenue) #2 (9 th Avenue)	28 33	5,184.81	6,272.96	+1088.15	+20.9	33,869.73
Excelsior (Norton-Harrington)	30	4,301.28	4,832.62	+ 531.34	+12.3	19,985.46
Geary #1 (Geary Blvd.) #2 (18 th & 19 th Avenues)	22 36	6,208.00	6,674.92	+ 466.92	+ 7.5	39,079.91
Mortola (Felton) Bayview (Palou-Mendell)	15 15	647.54	802.45	+ 154.91	+23.9	6,019.79
Mission (24 th & Capp)	19	1,828.30	2,496.94	+ 668.64	+36.5	10,803.42
Mission (Bartlett & 21st)	228	741.54 ⁽¹⁾	36,734.65	+35,993.11 ⁽²⁾	+4850.8 ⁽²⁾	37,476.19
	824	\$64,239.71	\$107,138.38	+42,898.67	+66.7	\$440,767.45

(1) Two weeks' experience only -

parking facility converted from private operation to meter operation 6/14/74.

(2) Increase represents complete year's experience.

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	\$5,000,000.00
Transferred to Account	<u>232,684.59</u>
Appropriated	\$5,232,684.59
Expended	<u>5,230,438.41</u>
Surplus *	\$ 2,246.18

Unappropriated balance June 30, 1975 \$ 353,626.92

*Account closed June 30, 1960, Surplus funds
transferred to Unappropriated Account No. 1990.

All outstanding bonds have matured, have been presented for
payment and will no longer constitute an obligation of the
City.

ACKNOWLEDGMENTS

The Parking Authority wishes to express its appreciation and acknowledge
the cooperation and assistance of Mayor Joseph L. Alioto, the Chief
Administrative Officer, Members of the Board of Supervisors, the City
Attorney, Controller, Director of Property, Director of Public Works,
City Engineer, Traffic Engineer, Director of Planning, the private
garage industry, the public-spirited citizens comprising the
corporations sponsoring many major projects, and others who have
given so generously of their time and contributed so greatly to
the advancement of its program during the past year.

Respectfully submitted,

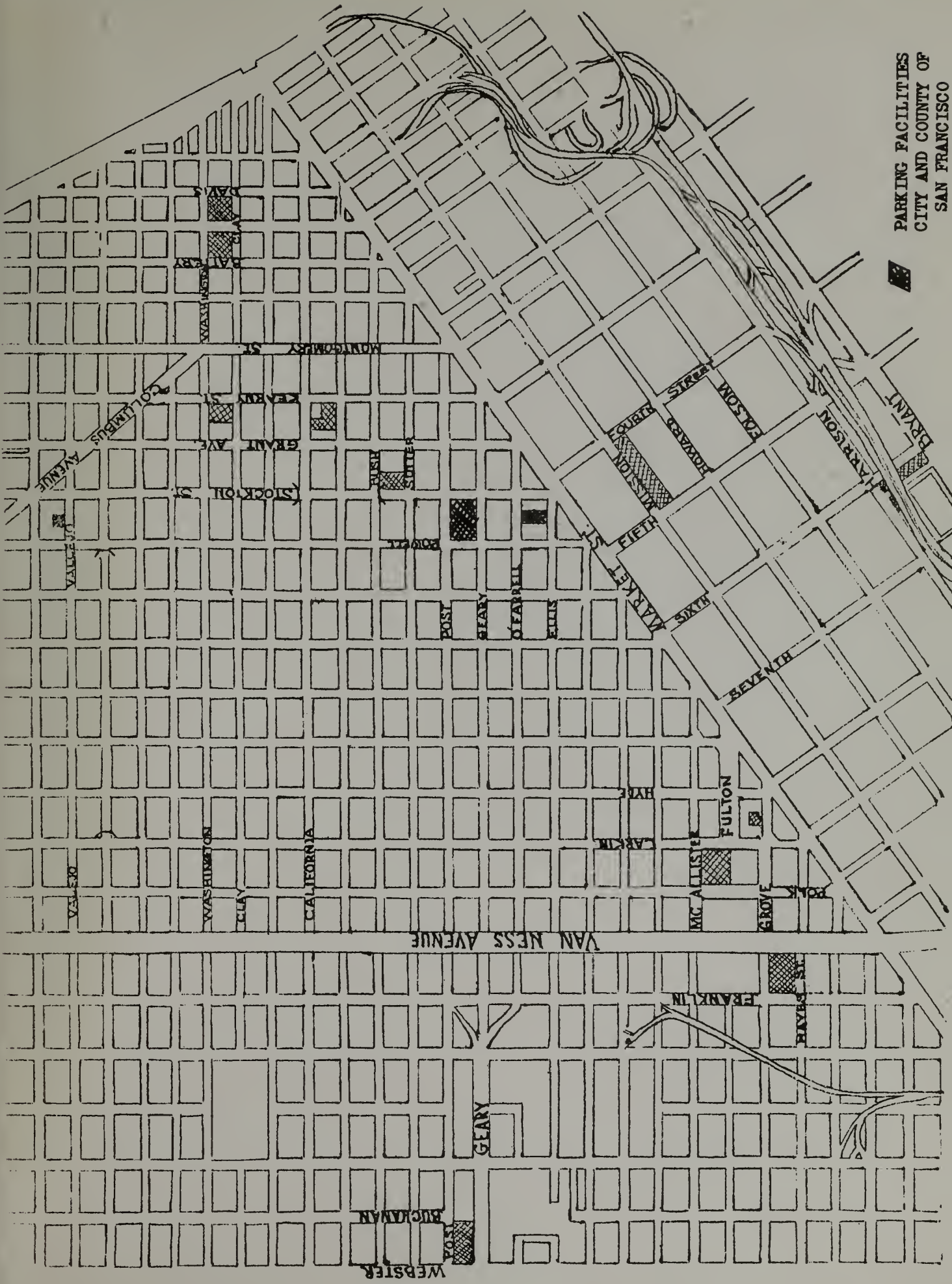
PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

Arthur S. Becker

Arthur S. Becker
Director

ASB:he
Encs.

PARKING FACILITIES
CITY AND COUNTY OF
SAN FRANCISCO



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1975 — 1976



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CITY AND COUNTY OF SAN FRANCISCO

PARKING AUTHORITY

DONALD MAGNIN, Chairman

JACK DWYER

FRANCIS H. LOUIE

ACHILLE H. MUSCHI

MICHAEL J. McFADDEN, M. D.

Staff:

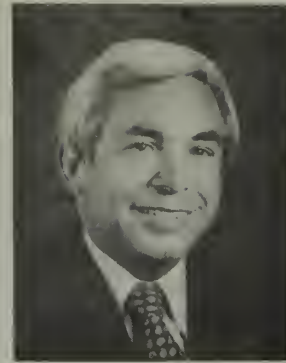
ARTHUR S. BECKER, Director

HONORABLE GEORGE R. MOSCONE, Mayor
City and County of San Francisco

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Honorable George R. Moscone, Mayor
City and County of San Francisco
200 City Hall
San Francisco, California 94102



Dear Mayor Moscone:

On behalf of the Parking Authority and its Staff, I submit herewith the report of the San Francisco Parking Authority for the fiscal year 1975-1976.

The activities and accomplishments of the Authority are briefly summarized in the following paragraphs:

1. Funds in the amount of \$27,000 were appropriated from the Off-Street Parking Fund for the City Engineer to conduct a parking study to re-evaluate the present municipal parking lots and the need for additional off-street parking facilities in Neighborhood Shopping Districts. Report No. 1 of this study was presented to the Parking Authority at its Regular Meeting of July 9, 1976. It contains the results of parking surveys conducted during the fall of 1975. Report No. 2 will cover detailed recommendations for neighborhood shopping districts having substantial parking shortages, and should be completed in two or three months.
2. Sidewalk narrowing to provide angle parking on certain avenues off of Irving Street has been completed in this neighborhood shopping area. Funds in the amount of \$62,000 were approved from the Off-Street Parking Fund to provide for this project. This procedure has proven successful in this neighborhood and is being considered for use in other neighborhood areas.
3. Demolition and construction for expansion of the Sutter-Stockton Garage commenced in December, 1974. The City of San Francisco Uptown Parking Corporation reports that the major construction is completed and that the additional 500 parking stalls are in full use.
4. Funds in the amount of \$20,000 from the Off-Street Parking Fund were approved for a revenue study and preliminary plans, soils investigation and report necessary for preparation of a draft Environmental Impact Report and Environmental Impact Report to determine the feasibility of a public off-street parking facility at or near The Embarcadero and Mission and Steuart Streets. This report is expected within the near future.
5. Present plans call for construction of the Performing Arts Center on the Civic Center Auto Park site (Commerce Playfield), with the proposed garage to be located on Franklin Street bounded by Grove and McAllister Streets.

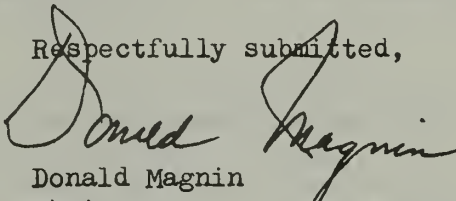
6. Parking meter collections for the fiscal year 1975-1976 were \$2,319,760, a decrease of \$106,870, as compared to the fiscal year 1974-1975. This was due mainly as a consequence of the City craft workers' strike which lasted 28 working days during March and April, 1976, plus extensive jamming and vandalism of the meters which commenced during this period.
7. In September, 1975 the Parking Authority declared \$1,000,000 of the Off-Street Parking Fund to be surplus and transferred that sum to the General Fund for traffic regulation and control.

Again in May, 1976, \$1,500,000 was declared surplus for transfer to the General Fund to be used for the reduction of the Ad Valorem tax rate.

Legislation was approved in June, 1976 amending the Traffic Code to provide that parking meter funds in excess of \$1,500,000 shall be credited to the Off-Street Parking Fund, providing that moneys in the fund may be used for payment of administrative expenses of the Parking Authority thereby eliminating the necessity for allocation of funds from Ad Valorem taxes, for certain possessory interest taxes and for pledge of past and future indebtedness incurred by the issuance of bonds by or on behalf of the City and County for acquisition, construction and completion of off-street parking facilities.

For a more detailed analysis of the operating results of the various facilities and for additional information on the status of the City's parking program, I refer you to the report itself.

Respectfully submitted,


Donald Magnin
Chairman

Members of the Parking Authority take pleasure in dedicating this Annual Report to Arthur S. Becker upon his forthcoming retirement effective January 31, 1977.



Mr. Becker began his association with the Parking Authority in 1961 when he was appointed a Member by Mayor George Christopher.

He served as Chairman during the years 1964 and 1965.

In 1966, upon the retirement of the former Director, Mr. Becker assumed that position and will occupy it until his forthcoming retirement.

To adequately describe his contributions to the Authority, to the City and to the advancement of the parking program is impossible.

Suffice it to say, without his expertise, persistence and patience, the accomplishments of the Authority as outlined in the accompanying report would not have been possible.

On a personal note, I have had the privilege of having served with him as an Authority Member and as his close associate during his tenure as Director. My job as Chairman would have been an impossible one were it not for his dedicated assistance and advice. The Neighborhood Parking Program, for example, was developed during his association with the Authority, and I know from my close connection with it, that it would not have assumed its present form without the constant supervision of Mr. Becker.

On behalf of all the Members of the Parking Authority, we wish Mr. Becker and his family continued good health and happiness - we wish Arthur success and pleasure in whatever endeavor he sees fit to undertake in the future.

Most of all, we will miss him greatly!

Donald Magnin, Chairman
Jack Dwyer, Member
Francis H. Louie, Member
Michael J. McFadden, M. D., Member
Achille H. Muschi, Member



THE PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO
450 McALLISTER STREET - ROOM 603
SAN FRANCISCO, CALIFORNIA 94102
(415) 558-3651

Members:
DONALD MAGNIN
Chairman
Jack Dwyer
FRANCIS H. LOUIE
MICHAEL J. McFADDEN, M.D.
ACHILLE H. MUSCHI
...
ARTHUR S. BECKER
Director

ORGE R. MOSCONE, Mayor

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY
City and County of San Francisco
Fiscal year ending June 30, 1976

The report of the Parking Authority for the fiscal year 1975-1976, together with supplemental information, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) Quarterly Reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, including the Director.

PARKING AUTHORITY BUDGET

1974-1975	\$57,029
1975-1976	\$60,310
Past ten-year average	\$47,832

PARKING AUTHORITY FUNCTION

The Parking Authority functions like a department of the City and County government and is directly responsible to the Mayor and the Board of Supervisors of the City and County of San Francisco.

In its present capacity, it is responsible for advising and making recommendations to the Mayor and Board of Supervisors on matters pertaining to the off-street parking program. Where required, the Authority also acts as an agent for the City and County government in carrying out off-street parking programs approved by the City administration.

Function No. 1: Investigative and recommendatory work required for the development of new off-street parking facilities throughout San Francisco.

Function No. 2: To make recommendations to the Mayor and Board of Supervisors regarding parking rates and charges and the operational procedures and regulations in force at each of the City and County off-street parking facilities for which it is responsible.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported, completed and placed in operation during fiscal year 1975-1976

381 stalls

These additions brought the total of new off-street parking spaces provided under this phase of the Authority program since October 6, 1949, to

30,147 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Constructed and in Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

<u>Name</u>	<u>Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
*Union Square Garage	September 11, 1942	1,081	\$ -0-	\$1,646,331	\$1,646,331
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-

<u>Name</u>	<u>Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
Civic Center Auto Park	December 18, 1953	276	-0-	\$ 31,000	\$ 31,000
St. Mary's Square Garage	May 12, 1954	828	\$ 417,513	2,300,000	2,717,513
Forest Hill Parking Plaza	July 1, 1957	20	-0-	-0-	-0-
**Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Expansion II	February 6, 1970	316	258,100	1,188,700	1,446,800
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Expansion I	July, 1976	500	1,000,000	4,100,000	5,100,000
Portsmouth Square Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural Center Garages	February 16, 1968	850	256,640	3,750,000	4,006,640

*All debts of the Union Square Garage Corporation have been retired and, effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and nine months commencing October 1, 1967.

**Privately financed and operated until July 20, 1965, at which time it was acquired by the City.

Sutter-Stockton Garage Expansion I

This project was developed jointly by the City of San Francisco Uptown Parking Corporation and the Parking Authority and approved by the City.

The Corporation financed and constructed the expansion of the present garage by 500 additional stalls. This was accomplished by using the land formerly occupied by the City's Department of Social Services at the southeast corner of Bush and Stockton Streets and relocating this department to more modern offices at 166-170 Otis Street and 1350 Jessie Street.

Social Services vacated the premises at 585 Bush Street, thereby permitting demolition and construction to commence December 27, 1974. This expansion was fully operative July 1, 1976 except for installation of certain operative devices, painting, decorating and placement of directional signs.

Present physical and financial facts are:

Location: 585 Bush Street at the southeast corner of
Stockton and Bush Streets

Size: Approximately 200,000 square feet

Additional parking stalls: 500

Total parking stalls: 1,370

Estimated construction cost: \$4,100,000

Estimated cost of land acquisition: \$1,000,000

Architects: Lacky, Sokoloff, Hamilton & Blewett

Engineers: H. J. Degenkolb & Associates

Operator: City of San Francisco Uptown Parking Corporation

Management: System Auto Parks & Garages, Inc.

Operation: Self-parking

Parking Rates: Hourly parking (tax included)

1 hour	30¢
2 hours	60¢
3 hours	90¢
4 hours	\$1.30
5 hours	\$1.70
6 hours	\$2.15
7 hours	\$2.60
8 hours	\$3.00
9 hours	\$3.50
24 hours (maximum)	\$3.50

<u>Overnight parking</u>	\$1.00
6:00 PM to 6:00 AM	

The Government of the United States has been informed by the Secretary of the Interior that the following lands are available for sale to the public at the rate of \$1.00 per acre, subject to the approval of the Board of Land Commissioners.

The lands are situated in the following sections of the Township of ... and County of ... State of ... and are described as follows:

Section 1, Township 1 North, Range 1 East, 1st Meridian.

Section 2, Township 1 North, Range 1 East, 1st Meridian.

Section 3, Township 1 North, Range 1 East, 1st Meridian.

Section 4, Township 1 North, Range 1 East, 1st Meridian.

Section 5, Township 1 North, Range 1 East, 1st Meridian.

Section 6, Township 1 North, Range 1 East, 1st Meridian.

Section 7, Township 1 North, Range 1 East, 1st Meridian.

Section 8, Township 1 North, Range 1 East, 1st Meridian.

Section 9, Township 1 North, Range 1 East, 1st Meridian.

Section 10, Township 1 North, Range 1 East, 1st Meridian.

Section 11, Township 1 North, Range 1 East, 1st Meridian.

Section 12, Township 1 North, Range 1 East, 1st Meridian.

Section 13, Township 1 North, Range 1 East, 1st Meridian.

Section 14, Township 1 North, Range 1 East, 1st Meridian.

Section 15, Township 1 North, Range 1 East, 1st Meridian.

Section 16, Township 1 North, Range 1 East, 1st Meridian.

Section 17, Township 1 North, Range 1 East, 1st Meridian.

Section 18, Township 1 North, Range 1 East, 1st Meridian.

Section 19, Township 1 North, Range 1 East, 1st Meridian.

Section 20, Township 1 North, Range 1 East, 1st Meridian.

Section 21, Township 1 North, Range 1 East, 1st Meridian.

Section 22, Township 1 North, Range 1 East, 1st Meridian.

Sunday parking

6:00 AM to 6:00 PM

First hour	30¢
Second hour	60¢
Third hour	90¢
(maximum)	

<u>Weekend special</u>	\$1.90 maximum
6:00 PM Saturday to	
6:00 PM Sunday	

<u>Monthly parking</u>	\$50.00
(with in and out privileges)	

As existing monthly parking contracts are terminated by the present holders, monthly parking shall be limited to a maximum of 50 parking spaces; shall be on a month-to-month basis only; and shall be permitted only when and if said practice is not to the detriment of the transient parker.

<u>Bicycle parking</u>	25¢ flat rate
	(24-hour maximum)

Yerba Buena Garages

Since formal presentation of this project to the Parking Authority by the Redevelopment Agency, meetings have been held by the Yerba Buena Center Public Facilities Advisory Board. Plans for the garages have been held in abeyance due to law suits presently pending in the courts.

The Parking Authority was requested to approve the use of Off-Street Parking Funds in the amount of \$1,536,580.11 for relocation of the Howard Street sewer to allow construction of the Yerba Buena Convention Center to proceed.

This action was approved by the Parking Authority June 15, 1972, and subsequently by the Board of Supervisors, with the condition that the Off-Street Parking Fund be reimbursed from the sale of lease revenue bonds or in any event, from the sales tax account of the general fund by July 1, 1973, said account to be repaid from the sale of revenue bonds when the proceeds are available.

Subsequently, Mayor Moscone has appointed a citizens' committee charged with the responsibility of holding public hearings and making recommendations to the Mayor and Board of Supervisors.

Performing Arts Center

Sponsors of San Francisco Performing Arts Center, Inc. presented a Letter of Intent to aid and assist the City and County of San Francisco in acquisition and construction of a parking facility in the Performing Arts Center Project. This Letter of Intent and Feasibility Report were referred to the City Controller, Director of Property, Department of Public Works and Department of City Planning for review and recommendation.

Present plans call for the Performing Arts Center to be constructed on the Civic Center Auto Park site (Commerce High School Playfield).

The proposal calls for a multi-level, self-standing garage to be relocated on Franklin Street bounded by Grove, Gough and McAllister Streets.

Parking Rate Increases

Hourly and monthly rate increases were approved by the Parking Authority and Board of Supervisors for the Ellis-O'Farrell, Golden Gateway, Sutter-Stockton and Union Square Garages.

Rate increases have been requested by the non-profit corporations for the Fifth and Mission and Portsmouth Square Garages and are under review by the City Engineer, Director of Property and Controller for recommendation.

San Francisco Municipal Parking Tax

Legislation reducing the Off-Street Parking Tax from 25% to 10% was approved by the Board of Supervisors to become effective July 1, 1972.

Revenue figures since that time have shown a constant increase:

1975-1976	\$9,372,239.44
1974-1975	\$8,428,783.60
1973-1974	\$7,919,100.86

Automobiles parked:

1975-1976	6,286,071
1974-1975	6,100,806
1973-1974	6,037,888

Downtown Short-term Parking Plan

Following approval by the Board of Supervisors of an increase in the downtown parking meter rates and approval of the use of

\$280,000 from the Off-Street Parking Fund, 6,000 25¢ parking meters were installed in the downtown core area of San Francisco.

A non-profit corporation formed under the name of San Francisco Central City Parking Corporation has submitted a Letter of Intent to the Board of Supervisors and Parking Authority to aid and assist the City and County of San Francisco in the acquisition, construction and financing of a parking facility at the southeast corner of Mission and Steuart Streets under the name of Embarcadero Garage, with a capacity of 475 stalls.

Legislation approving the Joint Working Agreement between the City and County of San Francisco and the Parking Authority for use of off-street parking funds for an Environmental Impact Report was approved by the Parking Authority and the Board of Supervisors and is in the process of review by the Department of City Planning.

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,568 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

The 7,252 special event parking stalls at Candlestick Park are considered a special case and are not carried as an increment of the general parking program.

Constructed in this Category

**Mission-Bartlett Parking Plaza	250 stalls
*Lakeside Village Parking Plazas I and II	49 stalls
Seventh and Harrison Parking Plaza	<u>270 stalls</u>
	<u>569 stalls</u>

*The City originally acquired the sites for the two Lakeside Village neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard and Ocean and Nineteenth Avenues, constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing October 1, 1956. On January 28, 1965, the merchants' association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the Neighborhood Off-Street Parking Program. In March, 1965, the Lakeside Village Parking Plazas I and II were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

**During the fiscal year 1973-1974, conversion of this parking facility and its inclusion into the Neighborhood Parking Program was completed and the facility officially opened June 14, 1974. It is now a parking meter operation with 128 2-hour meters and 100 8-hour meters.

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961 for the neighborhood shopping districts of the City is a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

20 public parking lots, and
2 public parking garages, in
15 neighborhood shopping districts, with
987 parking stall capacity, for
\$4,763,269 estimated approximate cost

Use of Off-Street Parking Fund

The Parking Authority recommended and the Board of Supervisors approved an Ordinance amending Part II, Chapter XI, San Francisco Municipal Code (Traffic Code) by amending Section 213 thereof, extending the use of the Off-Street Parking Fund to include construction of on-street parking bays in parking meter districts in neighborhood shopping districts. Funds in the amount of \$62,000 from the Off-Street Parking Fund were approved to implement this process in the Outer Irving District and the project has been completed. This procedure is being considered in other neighborhood areas where feasible.

Funds in the amount of \$27,000 from the Off-Street Parking Fund were approved for a City-wide parking study by the City Engineer to re-evaluate the present municipal parking lots and the need for additional off-street parking facilities in Neighborhood Shopping Districts. Report No. 1 containing results of parking surveys conducted during the Fall of 1975 has been received. Report No. 2 containing detailed recommendations for neighborhood shopping districts having substantial parking shortages should be received in the near future.

In September, 1975 the Parking Authority declared \$1,000,000 surplus in the Off-Street Parking Fund for transfer to the General Fund for traffic regulation and control. Again, in May, 1976, \$1,500,000 was declared surplus from this fund for transfer to the General Fund for the same purpose.

Legislation was approved in June, 1976 amending the Traffic Code to provide that parking meter funds in excess of \$1,500,000 (originally \$938,000) be credited to the Off-Street Parking Fund, providing that moneys in the fund be used for payment of administrative expenses of the Parking Authority, thereby eliminating the necessity for allocation of funds from Ad Valorem taxes, for certain possessory interest taxes and for pledge of past and future indebtedness incurred by the issuance of bonds by or on behalf of the City and County for acquisition, construction and completion of off-street parking facilities.

Financing Time Schedule

1. The Controller of the City and County of San Francisco estimated that the basic program could be financed in its entirety from moneys now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1976.
2. The Neighborhood Off-Street Parking Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and in operation: 22

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Eureka Valley (Castro Street)	21	\$ 79,768
Eureka Valley (Collingwood Street)	21	143,838
West Portal (West Portal Avenue)	20	135,490
West Portal (Claremont-Ulloa Streets)	24	192,650
Geary (Geary Boulevard)	22	101,133
Geary (18th-19th Avenues)	36	164,486
Inner Irving (8th-9th Avenues)	36	208,391
Outer Irving (20th Avenue)	25	111,018
Noe Valley (24th Street)	16	53,947
Portola (Felton Street)	15	42,451
Mission (16th and Hoff Streets)	72	284,096
Mission (24th and Capp Streets)	19	88,862
**Mission-Bartlett Parking Plaza	228	645,800
Clement (8th Avenue)	33	153,254
Clement (9th Avenue)	28	108,440
*Lakeside (Junipero Serra and Ocean Avenue)	20)	42,025
*Lakeside (19th and Ocean Avenues)	21)	
North Beach (Vallejo Street)	163	874,645
Marina (Pierce Street)	82	855,622
Polk (Redding School)	40	257,351
Excelsior (Norton-Harrington Streets)	30	131,217
Bay View (Palou-Mendell Streets)	<u>15</u>	<u>88,785</u>
	<u>987</u>	<u>\$4,763,269</u>

*Transferred to Neighborhood Off-Street Parking Program March, 1965.

**Transferred to Neighborhood Off-Street Parking Program June, 1974.

Accomplishments to date under the foregoing program may be summarized as follows:

Policy Point No. 1: (Private financing)

1. Completed

a. 1975-1976	381 stalls
b. 1949-1975	<u>29,766</u> "
c. Total	<u>30,147</u> "

11. Total under No. 1 30,147 stalls

Policy Point No. 2: (Public-private financing)

1. Completed

a. 1975-1976	500 stalls
b. 1949-1975	<u>9,061</u> "
c. Total	<u>9,561</u> "

11. Under development

a. 1975-1976	875 stalls
--------------	------------

111. Total under No. 2 10,436 stalls

Policy Point No. 3: (Public financing)

1. Completed

a. 1975-1976	-0- stalls
b. 1949-1975	<u>1,257</u> "
c. Total	<u>1,257</u> "

11. Under development

a. 1975-1976	343 stalls
--------------	------------

111. Total under No. 3 1,600 stalls

GRAND TOTAL 42,183 stalls

The actual projected total cost of this program is approximately \$55 million, of which, under the Parking Authority's program and policy, only about \$9 million will have required public financing; roughly only about 16% of the total.

Conflict of Interest Code

In compliance with provisions of the Political Reform Act of 1974 and Board of Supervisors' Resolution No. 191-76, the Parking Authority adopted its Conflict of Interest Code applicable to its specific requirements by Resolution No. 594 on June 24, 1976.

1975-76

\$1,149,498.02

****Seven months' experience only - plaza leased by private individual effective 12/75 - See: Parking Meter Collections Neighborhood Facilities**

	TAXES RECEIVED		TOTAL TAXES AND RENTS		AUTOMOBILES PARKED				
	1974-75	1975-76	1974-75	1975-76	1974-75	1975-76	Increase-Decrease		
Civic Center Auto Park	\$ 5,992.50	\$ 2,826.13	\$117,378.19	\$ 130,600.35	140,306	141,874	+1,568	+1.1%	
Civic Center Plaza					442,367	441,247	-1,120	-0.2%	
Ellis-O'Farrell	62,220.00	55,516.25	62,220.00	55,516.25	508,434	533,269	+24,835	+4.8%	
Forest Hill Parking Plaza	63.75	57.50	867.75	861.50	22,950	22,950			
Fifth & Mission	64,313.19	51,991.50	64,313.19	51,991.50	1,249,636	1,328,154	+78,518	+6.2%	
Golden Gateway	102,000.00	99,187.50	102,000.00	99,187.50	406,105	406,125	+	20	+ .004%
Japan Center	28,591.88	30,906.25	28,591.88	30,906.25	156,037	163,241	+ 7,204		+4.6%
Marshall Square	3,888.75	2,952.63	41,745.59	43,915.07	39,212	36,167	- 3,045		-7.7%
Portsmouth Square	30,545.81	26,424.13	30,545.81	26,424.13	631,237	623,479	- 7,758		-1.2%
St. Mary's Square	28,432.50	23,086.25	74,949.25	73,959.55	348,594	354,520	+ 5,926		+1.6%
Seventh & Harrison	1,020.00	1,150.00	43,906.11	45,053.69	178,817	164,875	-13,942		-7.7%
Sutter-Stockton	39,461.25	60,375.00	39,461.25	60,375.00	830,394	875,610	+45,216		+5.4%
Union Square	40,162.50	31,058.63	757,968.58	834,389.62	952,014	976,430	+24,416		+2.5%
Vallejo Street	1,816.88	1,288.00	64,163.72	82,437.38	194,703	218,103	+23,400		+12.0%
	<u>\$408,509.01</u>	<u>\$386,819.77</u>	<u>\$1,428,111.32</u>	<u>\$1,535,617.79</u>	<u>6,100,806</u>	<u>6,286,044</u>	<u>+185,238</u>		<u>+ 2.0%</u>
Bayview Parking Plaza				700.00*					
				<u>\$1,536,317.79</u>					

*Seven months' experience only -
 plaza leased by private individual
 eff. 12/75 - See Parking Meter Collections
 Neighborhood Facilities

PARKING METER COLLECTIONS
Neighborhood Facilities

<u>Facility</u>	<u>No. Meters</u>	<u>Gross Income</u>		<u>Increase-Decrease</u>		<u>Income Totals to Date</u>
		<u>1974-75</u>	<u>1975-76</u>	<u>#</u>	<u>%</u>	
Polk (Redding School)	40	\$ 6,482.61	\$ 6,073.08	- 409.53	- 6.3	\$ 34,865.30
West Portal #1 {W. Portal Ave.) #2 (Claremont-Ulloa)	20 24	5,214.20	5,727.43	+ 513.23	+ 9.8	34,079.55
Marina (Pierce St.)	82	9,585.54	10,474.29	+ 888.75	+ 9.2	50,823.67
Mission (16th & Hoff Sts.)	72	7,095.80	6,775.30	- 320.50	- 4.5	67,844.96
Eureka Valley #1 (Castro St.) #2 (18th & Collingwood)	21 21	5,274.79	6,169.20	+ 894.41	+16.9	41,787.50
Noe Valley (24th St.)	16	1,853.45	2,037.42	+ 183.97	+ 9.9	14,572.71
Outer Irving (20th Ave.) Inner Irving (8th-9th Aves.)	25 36	8,207.25	8,965.66	+ 758.41	+ 9.2	50,829.22
Clement #1 (8th Ave.) #2 (9th Ave.)	28 33	6,272.96	6,492.21	+ 219.25	+ 3.4	40,361.94
Excelsior (Norton-Harrington)	30	4,832.62	4,032.96	- 799.66	-16.5	24,018.42
Geary #1 (Geary Blvd.) #2 (18th-19th Aves.)	22 36	6,674.92	6,766.20	+ 91.28	+ 1.3	45,846.11
Mission (24th & Capp)	19	2,496.94	2,875.46	+ 378.52	+15.1	13,678.88
Mission (Bartlett & 21st Sts.)	228	36,734.65	40,866.45	+4,131.80	+11.2	78,342.64
Lakeside #1 (J. Serra & Ocean Ave.) #2 (19th & Ocean Aves.)	20 21	5,610.20	5,816.42	+ 206.22	+ 3.6	50,768.84
Portola (Felton)	15	802.45	751.67	- 50.78	- 6.3	6,771.46
*Bayview (Palou-Mendell)	<u>15</u> <u>-15</u>	<u>802.45</u>	<u>751.67</u>	<u>- 50.78</u>	<u>- 6.3</u>	<u>6,771.46</u>
	<u>809</u>	<u>\$107,138.38</u>	<u>\$113,823.75</u>	<u>+6,685.37</u>	<u>+ 6.2</u>	<u>\$554,591.20</u>

*Facility leased to private individual
eff. 12/75. Meters removed - deleted
from Parking Meter Collections. See:
Comparative Statement - Rent Paid City

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	\$5,000,000.00
Transferred to Account	<u>232,684.59</u>
Appropriated	\$5,232,684.59
Expended	<u>5,230,438.41</u>
Surplus *	\$ 2,246.18

Unappropriated balance June 30, 1976 \$ 367,579.81

*Account closed June 30, 1960, Surplus funds
transferred to Unappropriated Account No. 1990.

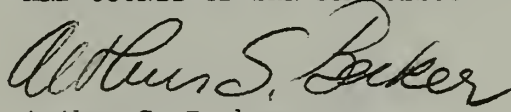
All outstanding bonds have matured, have been presented for
payment and will no longer constitute an obligation of the
City.

ACKNOWLEDGMENTS

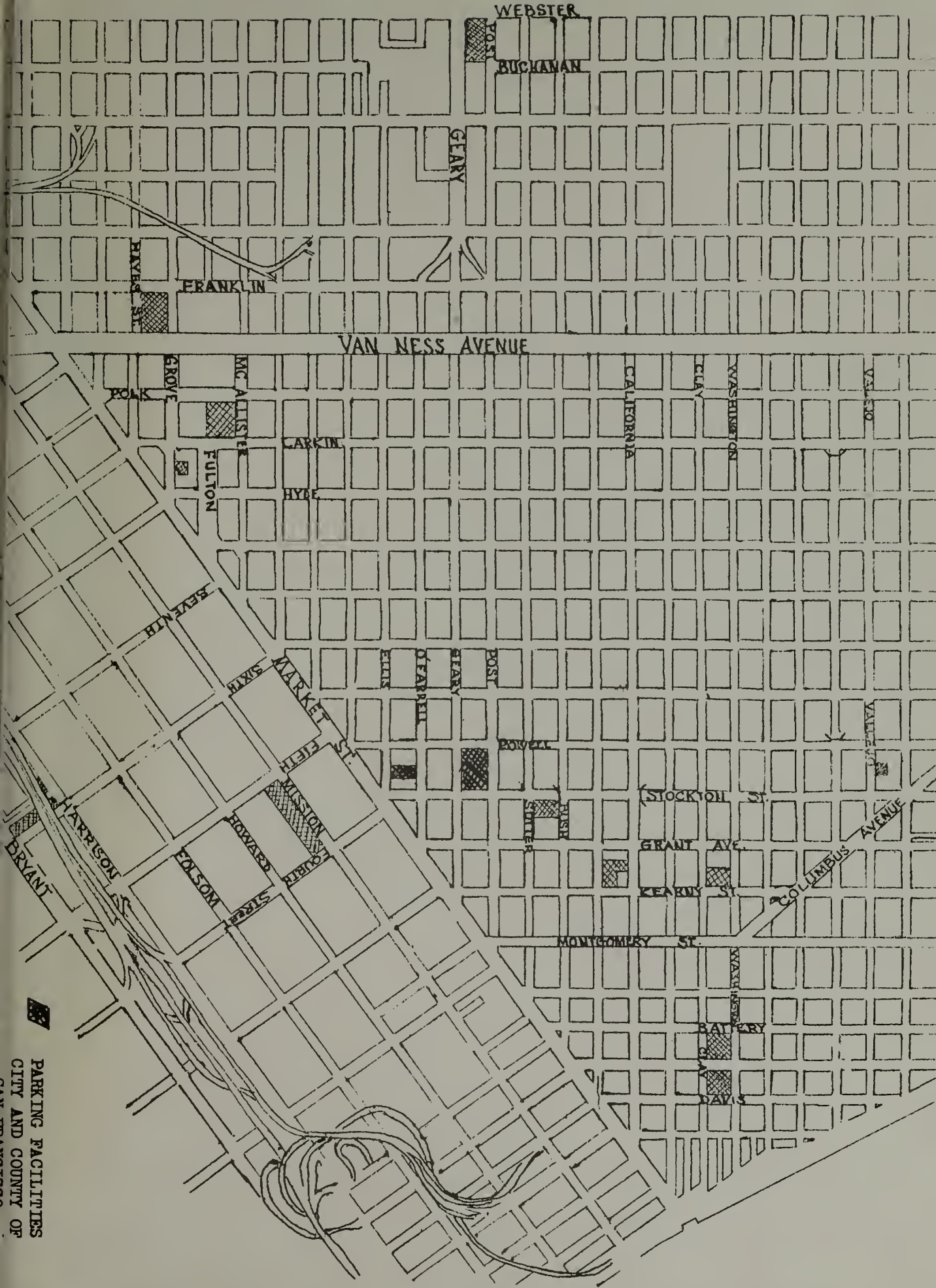
The Parking Authority wishes to express its appreciation and acknowledge
the cooperation and assistance of Mayors Joseph L. Alioto and George R.
Moscone, the Chief Administrative Officer, Members of the Board of
Supervisors, the City Attorney, Controller, Director of Property,
Director of Public Works, City Engineer, Traffic Engineer, Director
of Planning, the private garage industry, the public-spirited citizens
comprising the corporations sponsoring many major projects, and others
who have given so generously of their time and contributed so greatly
to the advancement of its program during the past year.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO


Arthur S. Becker
Director

ASB:he
Encs.



PARKING FACILITIES
CITY AND COUNTY OF

ANNUAL REPORT

1976 — 1977

JAN 6 1978

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THE PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO

PARKING AUTHORITY

DONALD MAGNIN, Chairman

RICHARD J. GUGGENHIME, JR.

FRANCIS H. LOUIE

ACHILLE H. MUSCHI

MICHAEL J. McFADDEN, M.D.

Staff:

MARGARET L. BRADY, Director

HONORABLE GEORGE R. MOSCONE, Mayor
City and County of San Francisco

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Honorable George R. Moscone, Mayor
City and County of San Francisco
200 City Hall
San Francisco, California 94102



Dear Mayor Moscone:

On behalf of the Members of the Parking Authority and its Staff, I submit herewith the report of the San Francisco Parking Authority for the fiscal year 1976-1977.

The activities and accomplishments of the Authority are summarized in the following paragraphs:

1. The Neighborhood Shopping District Parking Need Report No. 2 - Parking Treatments - was presented to the Parking Authority by the Department of Public Works, Bureau of Engineering, at its Regular Meeting of January 20, 1977. Funds in the amount of \$1,227,600 from the Off-Street Parking Fund have been requested to implement this program. Also, funds in the amount of \$448,000 have been requested from the Off-Street Parking Fund to purchase 5,600 parking meters, 1,200 of which will be earmarked for this neighborhood program.

Unique unto this program is the fact that the addition of approximately 757 parking spaces will be accomplished without the condemnation of any property from the City tax rolls. The program calls for the narrowing of sidewalks and/or the use of angle parking in order to provide the additional spaces. The cost per space is significantly less than that experienced when off-street property is acquired.

2. The Board of Supervisors has approved proceeding with the Performing Arts Center Garage, pending signing of the Contract Agreement between the Chief Administrative Officer and Sponsors of the San Francisco Performing Arts Center which is expected in late September or early October. The Environmental Impact Report has been accepted by the Department of City Planning.
3. The City of San Francisco Uptown Parking Corporation approved \$447,500 to tie together the newly expanded section and the original Sutter-Stockton Garage. The facility is in full operation and showing capacity occupancy.
4. Rate increases at the Fifth and Mission and Portsmouth Square Garages were approved by the Parking Authority in September, 1976 and by the Board of Supervisors in October, 1976

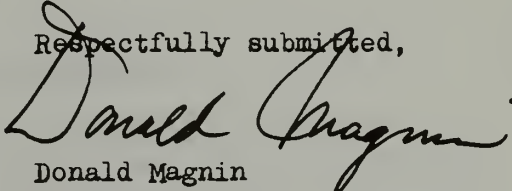
5. Rate changes to include the parking tax increase from 10% to 15% were approved by the Parking Authority in November, 1976 in accordance with Board of Supervisors' action requiring this change.
6. \$3,188 was approved from the Off-Street Parking Fund for traffic congestion relief by creating stacking lanes on Kearny and Clay Streets approaching the Portsmouth Square Garage entrance.
7. An additional \$5,000 was approved from the Off-Street Parking Fund for the purpose of providing further information required by the Department of City Planning before submitting their final review of the Environmental Impact Report on this facility.
8. Although there was no progress on the Yerba Buena Project during the fiscal year 1976-77, the Parking Authority continues to be considered the agency to provide low-cost public parking. The sponsors have indicated that the Authority will be reimbursed for money loaned from the Off-Street Parking Fund for relocation of the Howard Street sewer.

Mr. Arthur S. Becker retired as Director of the Authority on January 31, 1977, having completed 15 years of outstanding service to the Authority and to the City. It is to him that this report is dedicated.

Mrs. Margaret L. Brady was appointed Director to succeed Mr. Becker, having come to the Authority from the Public Utilities Commission where she served as Secretary to the Commission. Mrs. Brady's background in City government and her strong administrative abilities have made the transition an easy one.

For a more detailed analysis of the operating results of the various facilities and for additional information on the status of the City's parking program, I refer you to the report itself.

Respectfully submitted,


Donald Magnin
Chairman



GEORGE R. MOSCONE, Mayor

Members:

DONALD MAGNIN
Chairman

RICHARD J. GUGGENHIME
FRANCIS H. LOUIE
MICHAEL J. McFADDEN, M.D.
ACHILLE H. MUSCHI

MARGARET L. BRADY
Director

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY
City and County of San Francisco
Fiscal year ending June 30, 1977

The report of the Parking Authority for the fiscal year 1976-1977, together with supplemental information, is herewith respectfully submitted.

The financial status is set forth in attached copies of the Authority's four (4) Quarterly Reports.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, including the Director.

PARKING AUTHORITY BUDGET

1975-1976	\$60,310
1976-1977	\$61,310
Past ten-year average	\$49,052

PARKING AUTHORITY FUNCTION

The Parking Law of 1949 recognized that additional parking facilities and the performance of all undertakings incidental to such facilities are public uses and purposes for which public money may be spent and private property acquired and are governmental functions. (California Streets and Highways Code. Sec. 32501).

Pursuant to this legislative notice, the State Legislature permitted, subject to the determination by the local legislative body, that there is need for an authority to function, a public body corporate and politic known as the parking authority of the city. The San Francisco Board of Supervisors recognized the need for such a parking authority,

and the Administrative Code, Chapter 17, expressed this need and assigned jurisdiction and control over parking projects to the Parking Authority of the City and County of San Francisco.

The State Code (Sec. 32656, Streets and Highways) mandated a five-member authority. Mayor Elmer E. Robinson, in October 1949, appointed, with confirmation by the Board of Supervisors, the first Chairman and Members of the San Francisco Parking Authority.

The Parking Authority is authorized to issue revenue bonds, acquire property, sell property, construct public parking facilities and public rights of way convenient thereto, and to administer facilities to be used as off-street parking lots and garages. Such facilities may provide for the performance of services to the public incidental or advantageous to public parking projects and which are reasonably necessary to utilize such property as a public parking facility for the purpose of regulating, controlling and relieving the congestion of street traffic.

The Authority is responsible for the proper performance of lessees or operators of public parking facilities and the promotion of the public interest. The administration, books and records of such operators are subject to Authority scrutiny.

Finally, the Authority advises the Mayor and the Board of Supervisors on all matters pertaining to off-street parking and the parking and traffic control regulatory field.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported,
completed and placed in operation
during fiscal year 1976-1977 2,707 stalls

These additions brought the total of
new off-street parking spaces provided
under this phase of the Authority
program since October 6, 1949, to 32,864 stalls

Policy Point No. 2: Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Constructed and in Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

<u>Name</u>	<u>Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
*Union Square Garage	September 11, 1942	1,081	\$ -0-	\$1,646,331	\$1,646,331
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-
Civic Center Auto Park	December 18, 1953	276	-0-	\$ 31,000	31,000
St. Mary's Square Garage	May 12, 1954	828	\$ 417,513	2,300,000	2,717,513
Forest Hill Parking Plaza	July 1, 1957	20	-0-	-0-	-0-
**Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Expansion II	February 6, 1970	316	258,100	1,188,700	1,446,800
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Expansion I	July 1, 1976	555	1,000,000	5,166,847	6,166,847
Portsmouth Square Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural Center Garages	February 16, 1968	850	256,640	3,750,000	4,006,640

*All debts of the Union Square Garage Corporation have been retired and, effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets

to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and a private garage operator for a period of ten years and nine months commencing October 1, 1967.

**Privately financed and operated until July 20, 1965, at which time it was acquired by the City.

Sutter-Stockton Garage Expansion I

The City of San Francisco Uptown Parking Corporation approved \$447,500 to tie together the newly expanded section and the original garage to make it one complete facility.

Yerba Buena Garages

Although there has been no progress on this project during the fiscal year 1976-77, the Parking Authority continues to be considered the agency to provide low-cost public parking. In June, 1972, the Parking Authority and the Board of Supervisors approved the use of Off-Street Parking Funds in the amount of \$1,536,580.11 for relocation of the Howard Street sewer to allow construction of the Yerba Buena Convention Center to proceed. The sponsors have indicated that the Authority will be reimbursed for this amount from the sale of revenue bonds when the proceeds are available.

Performing Arts Center

The Parking Authority and the Board of Supervisors approved and recommended in principle a proposal from the Sponsors of San Francisco Performing Arts Center for a public off-street parking facility, the issuance of revenue bonds by the Parking Authority for the construction of this facility, and the pledge of parking meter revenue to meet debt service requirements. Signing of the Contract Agreement between the Chief Administrative Officer and the Sponsors of the Performing Arts Center is expected in late September or early October, 1977. The garage is to be located on the north side of Grove Street between Fulton and Gough Streets and will provide parking for 598 vehicles. The Environmental Impact Report has been accepted by the Department of City Planning.

Parking Rate Increases

Rate increases for the Fifth and Mission, Portsmouth Square and Vallejo Street Garages were approved by the Parking Authority and the Board of Supervisors.

San Francisco Municipal Parking Tax

Legislation reducing the Off-Street Parking Tax from 25% to 10% was approved by the Board of Supervisors to become effective July 1, 1972.

During this fiscal year, legislation was approved by the Parking Authority and Board of Supervisors increasing the parking tax from 10% to 15% to become effective November 15, 1976 to continue to and include June 30, 1977, at which time the tax was to revert to that effective as of November 16, 1976.

Downtown Short-term Parking Plan

Following approval by the Board of Supervisors of an increase in the downtown parking meter rates and approval of the use of \$280,000 from the Off-Street Parking Fund, 6,000 25¢ parking meters were installed in the downtown core area of San Francisco.

A non-profit corporation formed under the name of San Francisco Central City Parking Corporation has submitted a Letter of Intent to the Board of Supervisors and Parking Authority to aid and assist the City and County of San Francisco in the acquisition, construction and financing of a parking facility at the southeast corner of Mission and Steuart Streets under the name of Embarcadero Garage, with a capacity of 475 stalls.

Legislation approving the Joint Working Agreement between the City and County of San Francisco and the Parking Authority for use of off-street parking funds for an Environmental Impact Report in the amount of \$20,000 was approved by the Parking Authority and the Board of Supervisors and is in the process of review by the Department of City Planning.

An additional \$5,000 was approved by the Parking Authority from the Off-Street Parking Fund for the purpose of providing additional information on sociological and economic factors required by the Department of City Planning before submitting their final review of the Environmental Impact Report on this proposed facility.

The capacity of the foregoing off-street parking projects completed or under development jointly by government and private business under the Parking Authority program to date totals 9,568 parking stalls.

Policy Point No. 3: Direct public financing and construction, including site acquisition, where private construction was not or could not be undertaken.

Constructed in this Category

**Mission-Bartlett Parking Plaza	250 stalls
*Lakeside Village Parking Plazas I and II	49 stalls
Seventh and Harrison Parking Plaza	<u>270 stalls</u>
	<u>569 stalls</u>

*The City originally acquired the sites for the two Lakeside Village neighborhood lots located at Ocean Avenue and Junipero Serra Boulevard and Ocean and Nineteenth Avenues, constructed parking lots thereon and leased them to the Lakeside Village Merchants' Association for a period of twenty years, commencing

October 1, 1956. On January 28, 1965, the merchants' association requested the City and County of San Francisco to cancel the existing lease on the two lots and include them in the Neighborhood Off-Street Parking Program. In March, 1965, the Lakeside Village Parking Plazas I and II were designated as municipal off-street parking lots and parking meter regulations were established for their operation.

**During the fiscal year 1973-74, conversion of this parking facility and its inclusion into the Neighborhood Parking Program was completed and the facility officially opened June 14, 1974. It is now a parking meter operation with 128 2-hour meters and 100 8-hour meters.

Neighborhood Shopping District Parking Facilities

The basic parking program adopted by the Parking Authority on August 31, 1961 for the neighborhood shopping districts of the City is a major addition to parking facilities provided under this category of direct public financing and construction. The program comprises:

- 20 public parking lots, and
- 2 public parking garages, in
- 15 neighborhood shopping districts, with
- 987 parking stall capacity, for
- \$4,763,269 approximate cost

Use of Off-Street Parking Fund

Funds in the amount of \$27,000 from the Off-Street Parking Fund were approved for a City-wide parking study by the City Engineer to re-evaluate the present municipal parking lots and the need for additional off-street parking facilities in Neighborhood Shopping Districts. Report No. 1 containing results of parking surveys conducted during the Fall of 1975 has been received.

The Neighborhood Shopping District Parking Need Report No. 2 - Parking Treatments - was presented to the Parking Authority by the Department of Public Works, Bureau of Engineering, in January, 1977. A Supplemental Appropriation Request in the amount of \$1,227,600 from the Off-Street Parking Fund has been submitted to implement this program.

A Supplemental Appropriation Request has been approved in the amount of \$448,000 from the Off-Street Parking Fund to purchase 5,600 parking meters, 1,200 of which will be earmarked for this neighborhood program.

\$3,188 was approved from the Off-Street Parking Fund for traffic congestion relief by creating stacking lanes on Kearny and Clay Streets approaching the Portsmouth Square Garage entrance.

\$66,000 from the Off-Street Parking Fund was approved by the Parking Authority to supplement funds from the City of San Francisco Civic Plaza Parking Corporation's Contingency Reserve Account for elevator rebuilding and reconstruction in the Civic Center Plaza Garage. This request was not approved by the Board of Supervisors.

Financing Time Schedule

1. The Controller of the City and County of San Francisco estimated that the basic program could be financed in its entirety from moneys now on deposit in our "Off-Street Parking Fund," plus the estimated increments which will be realized up to July 1, 1977.
2. The Neighborhood Off-Street Parking Program, providing off-street parking facilities in these neighborhood districts, is as follows:

Projects approved and in operation: 22

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Eureka Valley (Castro Street)	21	\$ 79,768
Eureka Valley (Collingwood Street)	21	143,838
West Portal (West Portal Avenue)	20	135,490
West Portal (Claremont-Ulloa Streets)	24	192,650
Geary (Geary Boulevard)	22	101,133
Geary (18th-19th Avenues)	36	164,486
Inner Irving (8th-9th Avenues)	36	208,391
Outer Irving (20th Avenue)	25	111,018
Noe Valley (24th Street)	16	53,947
Portola (Felton Street)	15	42,451
Mission (16th and Hoff Streets)	72	284,096
Mission (24th and Capp Streets)	19	88,862
**Mission-Bartlett Parking Plaza	228	645,800
Clement (8th Avenue)	33	153,254
Clement (9th Avenue)	28	108,440
*Lakeside (Junipero Serra and Ocean Avenue)	20)	42,025
*Lakeside (19th and Ocean Avenues)	21)	
North Beach (Vallejo Street)	163	874,645
Marina (Pierce Street)	82	855,622
Polk (Redding School)	40	257,351
Excelsior (Norton-Harrington Streets)	30	131,217
Bay View (Palou-Mendell Streets)	15	88,785
	<u>987</u>	<u>\$4,763,269</u>

*Transferred to Neighborhood Off-Street Parking Program March, 1965.

**Transferred to Neighborhood Off-Street Parking Program June, 1974.

C O M P A R A T I V E S T A T E M E N T
S. F. MUNICIPAL PARKING FACILITIES

Facility	G R O S S I N C O M E				R E N T P A I D T O C I T Y O f S. F.			
	1975-1976	1976-1977	Increase-Decrease		1975-1976	1976-1977	Increase-Decrease	
Civic Center Auto Park	\$ 182,560.04	\$ 200,084.36	+\$ 17,524.32	+ 9.6%	\$ 127,774.22	\$ 141,376.23	+\$13,602.01	+10.6%
Civic Center Plaza	620,023.78	641,958.45	+ 21,934.67	+ 3.5	-- *	-- *		
Ellis O'Farrell	1,026,062.03	998,423.76	- 27,638.27	- 2.7	-- *	-- *		
Fifth & Mission	882,134.48	984,419.65	+ 102,285.17	+11.6	-- *	-- *		
Forest Hill Parking Plaza	804.00	804.00	-0-	-0-	804.00	804.00		
Golden Gateway	1,311,122.30	1,225,953.32	- 85,168.98	- 6.5	-- *	-- *		
Japan Center	210,075.34	244,885.50	+ 34,810.16	+16.6	-- *	-- *		
Marshall Square	60,092.95	57,949.11	- 2,143.84	- 3.6	40,962.44	31,366.86***	- 9,595.58	-23.4***
Portsmouth Square	760,060.24	795,802.31	+ 35,742.07	+ 4.7	-- **	-- **		
St. Mary's Square	1,145,117.38	1,117,197.83	- 27,919.55	+ 2.4	50,873.30	49,733.17	- 1,140.13	- 2.2
Seventh & Harrison	66,824.51	70,314.35	+ 3,489.84	+ 5.2	43,903.69	46,197.52	+ 2,293.83	+ 5.2
Sutter-Stockton	1,023,150.58	1,286,825.17	+ 263,674.59	+25.8	-- *	-- *		
Union Square	1,911,671.64	2,026,957.26	+ 115,285.62	+ 6.0	803,330.99	866,298.47	+ 62,967.48	+ 7.8
Vallejo Street	172,540.17	179,811.20	+ 7,271.03	+ 4.2	81,149.38	80,897.03	- 252.35	- 0.3
	<u>\$9,372,239.44</u>	<u>\$9,831,386.27</u>	<u>+\$459,146.83</u>	<u>+ 4.9%</u>	<u>\$1,148,798.02</u>	<u>\$1,216,673.28</u>	<u>+\$67,875.26</u>	<u>+ 5.9%</u>

*Rent is payable annually in an amount equal to 100% of net income (after operating costs and debt service charges).

**Rent is payable annually in an amount equal to 103% of net income (after operating costs and debt service charges).

***Represents 10 months' rent (2 months delinquent) -- 1976-77 year only.

Comparative Statement - Cont'd.

FACILITY	TAXES RECEIVED		TAXES and RENTALS		AUTOMOBILES		PARKED	
	1975-76	1976-77	1975-76	1976-77	1975-76	1976-77	Increase-Decrease	
Civic Center Auto Park	\$ 2,826.13	\$ 3,429.35	\$ 130,600.35	\$ 144,805.58	141,874	155,270	+ 13,396	+ 9.4%
Civic Center Plaza	-	-	-	-	441,247	444,866	+ 3,619	+ 0.8
Ellis-O'Farrell	55,516.25	61,824.45	55,516.25	61,824.45	533,269	532,203	- 1,066	- 0.2
Fifth & Mission	51,991.50	51,280.00	51,991.50	51,280.00	1,328,154	1,372,379	+ 44,225	+ 3.3
Forest Hill Parking Plaza	57.50	64.10	861.50	868.10	22,950	22,950	- -	- -
Golden Gateway	99,187.50	118,264.50	99,187.50	118,264.50	406,125	424,214	+ 18,089	- 4.5
Japan Center	30,906.25	33,364.05	30,906.25	33,364.05	163,241	166,381	+ 3,140	+ 1.9
Marshall Square	2,952.63	2,724.25	43,915.07	34,091.11	36,167	34,050	- 2,117	- 5.9
Portsmouth Plaza Square	26,424.13	28,123.88	26,424.13	28,123.88	623,479	638,577	+ 15,098	+ 2.4
St. Mary's Square	23,086.25	23,652.90	73,959.55	73,386.07	354,520	336,143	- 18,377	- 5.2
Seventh & Harrison	1,150.00	1,282.00	45,053.69	47,479.52	164,875	182,990	+ 18,115	+ 11.0
Sutter-Stockton Union Square	60,375.00	137,013.75	60,375.00	137,013.75	875,610	1,086,271	+ 210,661	+ 24.1
Vallejo Street	31,058.63	23,428.55	834,389.62	889,727.02	976,430	987,152	+ 10,722	+ 1.1
	<u>1,288.00</u>	<u>3,781.90</u>	<u>82,437.38</u>	<u>84,678.93</u>	<u>218,103</u>	<u>226,372</u>	<u>+ 8,269</u>	<u>+ 3.8</u>
	<u>\$386,819.77</u>	<u>\$488,233.68</u>	<u>\$1,535,617.79</u>	<u>\$1,704,906.96</u>	<u>6,286,044</u>	<u>6,609,818</u>	<u>+223,774</u>	<u>+ 5.2</u>

Comparative Statement - Cont'd.

P A R K I N G M E T E R C O L L E C T I O N S

Meter Zone	Neighborhood Facility	No. of Meters	G r o s s 1975-76	I n c o m e 1976-77	Increase - Decrease \$	%	Income Totals To Date
1-A	POLK (Bedding School)	40	\$ 6,073.08	\$ 6,659.89	+\$ 586.81	+ 9.7%	\$ 41,525.19
3-A	WEST PORTAL (West Portal Ave.)	20	5,727.43	5,058.47	- 668.96	-11.7	39,138.02
B	(Claremont-Ulloe)	24					
4-A	LAKE SIDE VILLAGE (Jun. Serra & Ocean Ave.)	20	5,816.42	5,341.89	- 474.53	- 8.2	56,110.73
B	(19th & Ocean Avenues)	21					
7-A	MARINA (Pierce Street)	82	10,474.29	11,319.03	+ 844.74	+ 8.1	62,142.70
9-A	MISSION (16th & Hoff Streets)	72	6,775.30	6,630.79	- 144.51	- 2.1	74,475.75
B	(24th & Capp Streets)	19	2,875.46	2,491.00	- 384.46	-13.4	16,169.88
C	(Bartlett & 21st St.)	228	40,866.45	41,198.93	+ 332.48	+ .9	119,541.57
13-A	EUREKA VALLEY (Castro Street)	21	6,169.20	6,333.26	+ 164.06	+ 2.7	48,120.76
B	(18th & Collingwood St.)	21					
13-C	NOE VALLEY (24th Street)	16	2,037.42	2,128.12	+ 90.70	+ 4.5	16,700.83
15-A	IRVING (20th Avenue)	25	8,965.66	8,395.40	- 570.26	- 6.36	59,224.62
B	(8th & 9th Avenues)	36					
18-A	CLEMENT (8th Avenue)	28	6,492.21	6,510.94	+ 18.73	+ .3	46,872.88
B	(9th Avenue)	33					
21-A	EXCELSIOR (Norton-Harrington)	30	4,032.96	4,332.18	+ 299.22	+ 7.4	28,350.60
22-A	GEARY (Geary Blvd.)	22	6,766.20	7,495.48	+ 729.28	+10.77	53,341.59
A	(18th - 19th Avenues)	36					
B							
24-A	PORTOLA (Felton)	15	751.67	1,131.94	+ 380.27	+50.53	7,903.40
	Bayview*	(15)*					
TOTALS			<u>\$113,823.75</u>	<u>\$115,027.32</u>	<u>+\$1,203.57</u>	<u>+ 1.06%</u>	<u>\$669,618.52</u>

*Leased to private Individual on December 1975.

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	\$5,000,000.00
Transferred to Account	<u>232,684.59</u>
Appropriated	\$5,232,684.59
Expended	<u>5,230,438.41</u>
Surplus *	\$ 2,246.18

Unappropriated balance June 30, 1977 \$ 381,199.06

*Account closed June 30, 1960, Surplus funds
transferred to Unappropriated Account No. 1990.

All outstanding bonds have matured, have been presented for
payment and will no longer constitute an obligation of the
City.

ACKNOWLEDGMENTS

The Parking Authority wishes to express its appreciation and acknowledge
the cooperation and assistance of Mayor George R. Moscone, the Chief
Administrative Officer, Members of the Board of Supervisors, the City
Attorney, Controller, Director of Property, Director of Public Works,
City Engineer, Traffic Engineer, Director of Planning, the private
garage industry, the public-spirited citizens comprising the corporations
sponsoring many major projects, and others who have given so generously
of their time and contributed so greatly to the advancement of its program
during the past year.

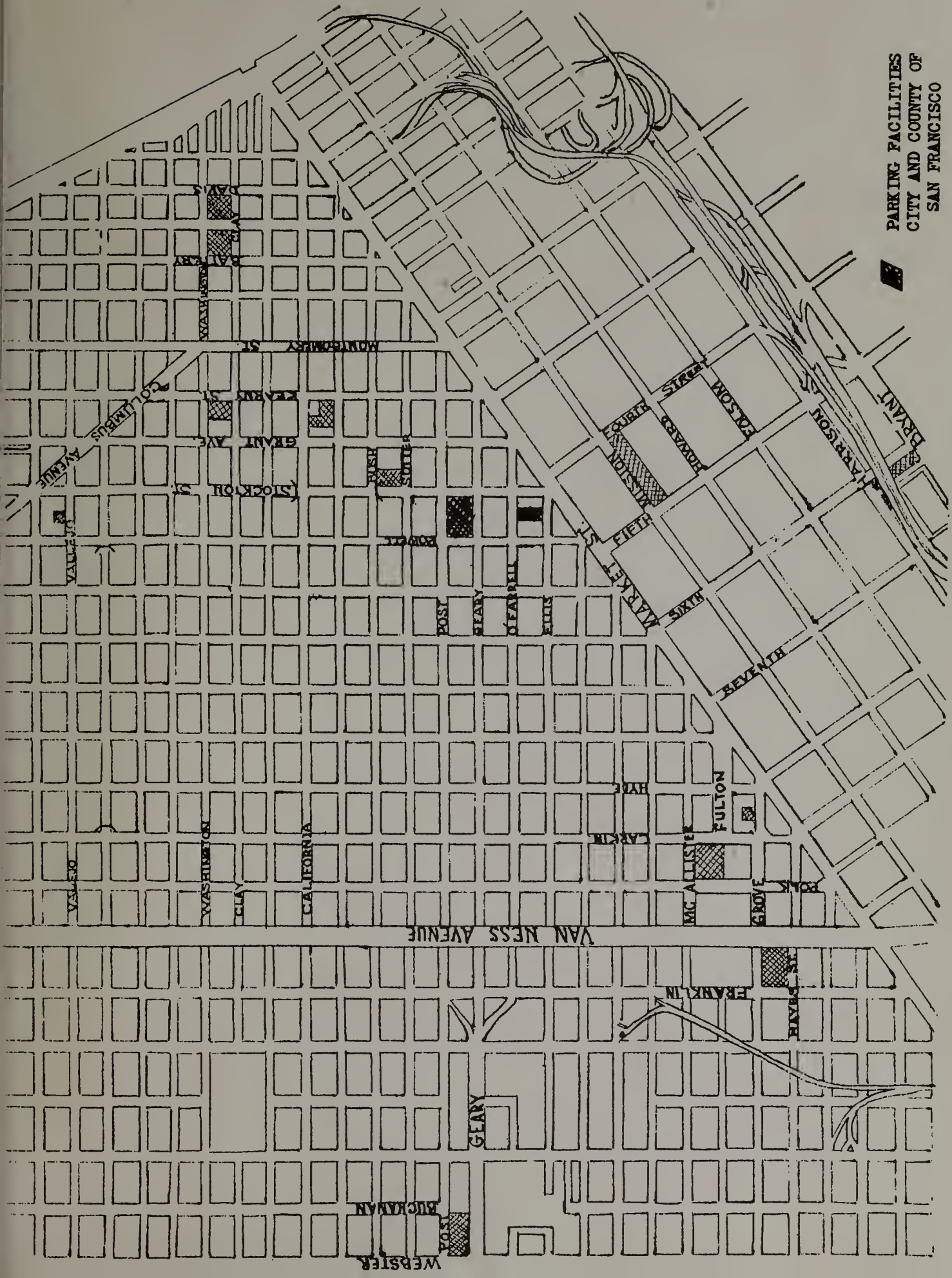
Respectfully submitted,

PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

Margaret L. Brady
Margaret L. Brady
Director

MLB:he
Encs.

PARKING FACILITIES
CITY AND COUNTY OF
SAN FRANCISCO



PARKING AUTHORITY

DONALD MAGNIN, Chairman

RICHARD J. GUGGENHIME, JR.

FRANCIS H. LOUIE

ACHILLE H. MUSCHI

MICHAEL J. McFADDEN, M. D.

MARGARET L. BRADY, Director

HONORABLE GEORGE R. MOSCONE, Mayor
City and County of San Francisco

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Honorable George R. Moscone, Mayor
City and County of San Francisco
200 City Hall
San Francisco CA 94102



Dear Mayor Moscone:

On behalf of the Members of the Parking Authority and its Staff, I submit herewith the report of the San Francisco Parking Authority for the fiscal year 1977-78.

The activities and accomplishments of the authority are summarized in the following paragraphs:

1. The Neighborhood Shopping District Parking Need Report No. 2 - Parking Treatments - is being implemented. The Mayor's budget office asked that we rescind our request to encumber \$1,227,600 from the Off-Street Parking Fund and prepare "as needed" requests.

We have been fortunate in hiring a CETA employee to assist DPW in the neighborhood surveys. Work is progressing on Polk Street - \$32,900 for feasibility and public hearing.

The Board of Supervisors has also approved:

- \$50,800 for Mission/Bartlett second deck feasibility;
 - \$2,500 for a feasibility study of under-playfield parking at George Peabody School, 7th Avenue between Clement and California Streets;
 - \$58,000 for a feasibility study of 798 on-street parking spaces in various neighborhoods;
 - \$1,185 for minor modifications and repairs of facilities.
2. The Performing Arts Garage has received all approvals, EIR, City Planning, Arts Commission and Board of Supervisors. A suit was filed by WAPAC, which is holding up final transfer of property from the Redevelopment Agency. At this writing (August 7, 1978) the Superior Court has declared the suit "off calendar" and start of construction and issuance of bonds will follow shortly.
 3. Rate increases based on increased wage contracts were approved by the Parking Authority and subsequently by the Board of Supervisors for the following facilities:

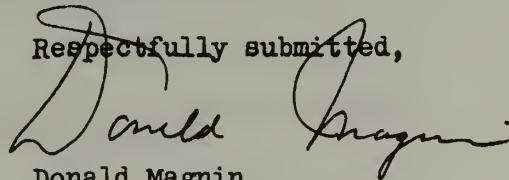
Civic Center Plaza Garage
Portsmouth Square Garage
Ellis-O'Farrell Garage
Fifth and Mission Garage
Japanese Cultural Center

4. Rate changes were considered to reduce all rates to conform with a 10% parking tax pursuant to Board of Supervisors action. However, the Board of Supervisors reconsidered and kept the parking tax at the 15% level.
5. The Yerba Buena Project will break ground for the Convention Center in late 1978. The Parking Authority has been requested to meet with the Redevelopment Agency and the Chief Administrator's office with regard to proposed low-cost public parking.

Miss Helen Ellis, the Parking Authority secretary since its inception, retired during the past year. On behalf of the members of the Authority, past and present, I extend to her our sincere thanks for her many years of service and wish her much happiness in the days to come. We have been most fortunate in obtaining the services of Mrs. Lucy Clancy to replace Miss Ellis.

Messrs. Francis Louie and Achille Muschi were reappointed by Mayor Moscone.

Respectfully submitted,


Donald Magnin
Chairman



GEORGE R. MOSCONE, Mayor

Members:

DONALD MAGNIN
Chairman

RICHARD J. GUGGENHIME
FRANCIS H. LOUIE
MICHAEL J. McFADDEN, M.D.
ACHILLE H. MUSCHI

MARGARET L. BRADY
Director

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY
City and County of San Francisco
Fiscal year ending June 30, 1978

The report of the Parking Authority for the fiscal year 1977-78, together with supplemental information, is herewith respectfully submitted.

The financial status is set forth in the attached copy of the Authority's official annual report.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, including the Director.

PARKING AUTHORITY BUDGET

1976-1977	\$61,310
1977-1978	91,596
Past ten-year average	54,269

PARKING AUTHORITY FUNCTION

The Parking Law of 1949 recognized that the provision of additional parking facilities and the performance of all undertakings incidental to providing such facilities are public uses and purposes for which public money may be spent and private property acquired and are governmental functions. (California Streets and Highways Code. Sec. 32501).

Pursuant to this legislative notice, the State Legislature permitted, subject to the determination by the local legislative body that there is need for an authority to function, a public body corporate and politic known as the Parking Authority of the City and County of San Francisco. The San Francisco Board of Supervisors recognized the need for such a parking authority, and the Administrative Code, Chapter 17, expressed this

need and assigned jurisdiction and control over parking projects to the Parking Authority of the City and County of San Francisco.

The State Code (Sec. 32656, Streets and Highways) mandated a five-member authority. Mayor Elmer E. Robinson, in October 1949, appointed, with confirmation by the Board of Supervisors, the first Chairman and Members of the San Francisco Parking Authority.

The Parking Authority is authorized to issue revenue bonds, acquire property, sell property, construct public parking facilities and public rights of way convenient thereto, and to administer facilities to be used as off-street parking lots and garages. Such facilities may provide for the performance of services to the public incidental or advantageous to public parking projects and which are reasonably necessary to utilize such property as a public parking facility for the purpose of regulating, controlling and relieving the congestion of street traffic.

The Authority is responsible for the proper performance of lessees or operators of public parking facilities and the promotion of the public interest. The administration, books and records of such operators are subject to Authority scrutiny.

Finally, the Authority advises the Mayor and the Board of Supervisors on all matters pertaining to off-street parking and the parking and traffic control regulatory field.

POLICY, PROGRAM AND ACCOMPLISHMENTS

The major accomplishments and activities of the Authority for the past year are shown below. These have been classified according to the Authority's policy and program adopted February 8, 1950.

Policy Point No. 1: Stimulation of and cooperation with private enterprise to finance and construct the facilities required under the off-street parking program.

New parking facilities reported,
completed and placed in operation
during fiscal year 1977-1978 992 stalls

These additions brought the total
of new off-street parking spaces
provided under this phase of the
Authority program since October 6,
1949, to 33,856 stalls

Policy Point No. 2, Public cooperation with private enterprise to provide off-street parking by public provision of garage sites and private provision of the construction financing.

Constructed and in Operation in this Category

The following parking facilities have been financed and built as cooperative projects between the City and private business:

<u>Name</u>	<u>Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
*Union Square Garage	September 11, 1942	1,081	\$ -0-	\$1,646,331	\$1,646,331
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-
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St. Mary's Square Garage	May 12, 1954	828	417,513	2,300,000	2,717,513
**Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Expansion II	February 6, 1970	316	258,100	1,188,700	1,446,800
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Expansion I	July 1, 1976	555	1,000,000	5,166,847	6,166,847
Portsmouth Square Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural Center Garages	February 16, 1968	850	256,640	3,750,000	4,006,640

*All debts of the Union Square Garage Corporation have been retired and, effective August 31, 1961, it assigned all of its interest in the Management and Occupancy to the City. After transferring its remaining assets to the City, the Union Square Garage Corporation filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and private garage operator for a period of ten years and nine months commencing October 1, 1967.

**Privately financed and operated until July 20, 1965, at which time it was acquired by the City.

Forest Hill Parking Plaza was phased out because it was found to be operating at a loss.

Civic Center Auto Park property was transferred to the Performing Arts Center with the understanding that parking in the area would be replaced by the Performing Arts Center Garage.

Yerba Buena Garages

Construction of the Yerba Buena Convention Center will begin in August of 1978. The Parking Authority will work with the Redevelopment Agency and the City Planning Department to provide low-cost public parking. In June, 1972, the Parking Authority and the Board of Supervisors approved the use of Off-Street Parking Funds in the amount of \$1,536,580.11 for relocation of the Howard Street sewer to allow construction of the Yerba Buena Convention Center to proceed. The sponsors have indicated that the Authority will be reimbursed for this amount from the sale of revenue bonds when the proceeds are available.

Performing Arts Center Garage

The Parking Authority and the Board of Supervisors approved the project lease for the Performing Arts Center Garage. The Parking Authority has approved the EIR, final plans and specifications, as well as having employed bond counsel, bond consultant, trustee, insurance carrier and construction consultant. The bids for construction and the sizing of the bond issue are temporarily in abeyance pending the decision of the Superior Court to recognize a demurrer in regard to a citizen legal action. The garage is to be located on the north side of Grove Street between Fulton and Gough Streets and will provide parking for 598 vehicles.

Parking Rate Increases

Rate increases due to increased labor costs were approved by the Parking Authority and the Board of Supervisors for the following facilities:

Ellis-O'Farrell
Fifth and Mission
Sutter-Stockton
Japanese Cultural Center
Civic Center Plaza
Portsmouth Square

San Francisco Municipal Parking Tax

In November 1976 the Board of Supervisors raised the parking tax

from 10% to 15% to revert to 10% as of June 30, 1977. When the matter was brought before the Board, it was their decision to continue the tax at 15% because of fiscal problems incurred by Proposition 13. The 5% additional tax will be used for senior citizen programs.

Downtown Short-term Parking Plan

There have been no new parking facilities considered during this fiscal year. New short-term parking is being considered for the Yerba Buena project. The parking Authority will meet with the Redevelopment Agency and the Chief Administrative Officer as to the possibility of joint venture projects with either housing or office entrepreneurs as well as retail outlets to provide short-term, low-cost parking.

The Parking Authority has contacted all of the garage operators and requested the reduction of all monthly parking by attrition to afford more short-term spaces. Rates have been increased for over four-hour parking to discourage long-term parking.

The present capacity of City off-street parking projects under the Parking Authority to date totals 9,741.

Neighborhood Shopping District Parking Facilities and Use of Off-Street Parking Fund

The Mayor and Board of Supervisors have requested the Parking Authority to place emphasis on neighborhood shopping districts to encourage and facilitate business within the City.

At the request of the Mayor's Budget Office, the Parking Authority rescinded an encumbrance of the Off-Street Parking Fund in the amount of \$1,227,600 for the Neighborhood Parking Program. The Parking Authority has been asked to request sums on an as-needed basis.

We have requested, and the Board of Supervisors has approved, funds from the Off-Street Parking Fund as follows:

		<u>Proposed New Parking Spaces</u>	<u>Proposed Capital Expenditures</u>
Feasibility for double decking			
Mission-Bartlett Parking Plaza	\$50,800.00	126	\$713,250
Feasibility of Polk Street			
Neighborhood On-Street Treatment	32,900.00	211	421,250
New Fence at 18th & Castro lot	82.68		

Feasibility of parking area under George Peabody School area	2,500.00	45	To be established
Feasibility of city-wide on-street treatment in various neighborhoods	58,000.00	798	466,550
Feasibility for double decking Marina parking lot	2,000.00	44	663,500
Restriping of Lakeshore Plaza parking lots (2)	258.00		
To General Fund	1,500,000.00		
The Mayor and Board of Supervisors requested the Parking Authority to delay proposed capital improvements in light of Proposition 13 and to aid the General Fund in this time of need.			

International Municipal Parking Congress (700.00)

The Parking Authority and the Board of Supervisors agreed that the Parking Authority Director should attend this important convention for professional information and study. The money was returned to the fund when all management personnel of the City were requested to be available for consultation after passage of Proposition 13.

Projects approved and in operation: 21

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Eureka Valley (Castro Street	21	\$ 79,768
Eureka Valley (Collingwood Street)	21	143,838
West Portal (West Portal Avenue)	20	135,490
West Portal (Claremont-Ulloa Streets)	24	192,650
Geary (Geary Boulevard)	22	101,133
Geary (18th-19th Avenues)	36	164,486
Inner Irving (8th-9th Avenues)	36	208,391
Outer Irving (20th Avenue)	25	111,018
Noe Valley (24th Street)	16	53,947
Portola (Felton Street)	15	42,451
Mission (16th and Hoff Streets)	72	284,096
Mission (24th and Capp Streets)	19	88,862
**Mission-Bartlett Parking Plaza	228	645,800

Clement (8th Avenue)	33	153,254
Clement (9th Avenue)	28	108,440
*Lakeside (Juniperro Serra and Ocean Avenue)	20)	
*Lakeside (19th and Ocean Avenues)	21)	42,025
North Beach (Vallejo Street)	163	874,645
Marina (Pierce Street)	82	855,622
Polk (Redding School)	40	257,351
Excelsior (Norton-Harrington Streets)	<u>30</u>	<u>131,217</u>
	972	\$4,674,484

*Transferred to Neighborhood Off-Street
Parking Program March, 1965.

**Transferred to Neighborhood Off-Street
Parking Program June, 1974.

COMPARATIVE STATEMENT GARAGES

Garage Name	GROSS INCOME				RENT PAID TO CITY OF S.F.			
	1976-77	1977-78	Increase-Decrease \$	%	1976-77	1977-78	Increase-Decrease \$	%
Civic Center Auto Park ***	\$ 200,084	\$ 132,211	-\$ 67,873	-34.0	\$ 141,376	\$ 94,238	-\$47,138	-33.3
Civic Center Plaza	641,959	722,232	+ 80,273	+12.5	-0-*	*		
Ellis -O'Farrell	998,424	1,257,336	+ 258,912	+25.9	-0-*	*		
Fifth & Mission	984,420	1,107,743	+ 123,323	+12.5		*		
Forest Hill Parking Plaza: ****	804	-	804	-100.0	804	-	804	-100.0
Golden Gateway	1,225,953	1,333,356	+ 107,403	+ 8.8	*	*		
Japan Center	244,886	262,848	+ 17,962	+ 7.3	*	*		
Marshall Square	57,949	66,388	+ 8,439	+14.6	39,500	45,254	+ 5,754	+14.6
Portsmouth Square	795,802	820,541	+ 24,739	+ 3.1	**	**		
St. Mary's Square	1,117,198	1,152,447	+ 35,249	+ 3.2	49,733	51,673	+ 1,940	+ 3.9
Seventh & Harrison	70,314	67,745	- 2,569	- 3.7	46,198	44,507	- 1,691	- 3.7
Sutter & Stockton	1,286,825	1,562,330	+ 275,505	+21.4	*	*		
Union Square	2,026,957	2,170,028	+ 143,071	+ 7.0	866,298	973,359	+ 107,061	+12.4
Vallejo Street	179,811	190,743	+ 10,932	+ 6.0	80,897	85,815	+ 4,918	+ 6.0
	\$9,831,386	\$10,845,948	+\$1,014,562	+ 10.3	\$1,224,806	\$1,294,846	+\$ 70,040	+ 5.7

*Rent is equal to 100% of net income
(after operating costs and debt service charges)

*** Phased out as of February 1978
**** Phased out

**Rent is equal to 103% of net income
(after operating costs and debt service charges)

Comperative Statement - Cont'd.

	(T A X P A I D)		(T A X A N D R E N T)		(A U T O M O B I L E S P A R K E D)		
GARAGES	1976-77	1977-78	1976-77	1977-78	1976-77	1977-78	Increase-Decrease # %
Civic Center Auto Park*	\$ 3,429	-0-	\$144,806	-0-	155,270	98,247	-57,023 -36.7%
Civic Center Plaza	--	--	--	--	444,866	464,725	+19,859 + 4.5
Ellis-O'Farrell	61,824	60,591	61,824	\$ 60,591	532,203	530,804	- 1,399 - .3
Fifth & Mission	51,280	62,379	51,280	62,379	1,312,379	1,272,235	-40,144 - 3.0
Forest Hill Parking Plaza**	64	-0-	868	-0-	22,950	-0-	-22,950 -100.0
Golden Gateway	118,265	143,325	118,265	143,325	424,214	425,649	+ 1,435 + .3
Japan Center	33,364	40,950	33,364	40,950	166,381	182,913	+16,532 + 9.9
Marshall Square	2,724	3,779	34,091	49,033	34,050	47,968	+13,918 + 40.9
Portsmouth Square	28,124	29,747	28,124	29,747	640,577	618,644	-21,933 - 3.4
St. Mary's Square	23,653	27,671	73,386	79,344	336,143	319,897	-16,246 - 4.8
Seventh & Harrison	1,262	1,170	47,480	45,677	162,990	137,272	-45,718 - 25.0
Sutter & Stockton	137,014	127,559	137,014	127,559	1,086,271	1,149,738	+63,467 + 5.8
Union Square	23,429	39,107	889,727	1,012,466	987,152	978,453	- 8,699 - .9
Vallejo Street	3,782	3,522	84,679	89,337	226,372	232,174	+ 5,802 + 2.6
	<u>\$488,234</u>	<u>\$539,800</u>	<u>\$1,704,908</u>	<u>\$1,740,408</u>	<u>6,551,818</u>	<u>6,458,719</u>	<u>-93,099 - 1.4%</u>

*Phased out - o.o.b. February 1978

** " " - (see P. 4)

Comparative Statement - Cont'd.

METER COLLECTIONS

Meter Zone	Neighborhood	Parking Lots	No. of Meters	G R O S S		I N C O M E		INCREASE/DECREASE		Income Totals To Date
				1976-77	1977-78	\$	%			
1-A	POLK	(Redding School)	40	\$ 6,659.89	\$ 6,343.96	-\$ 315.93	- 4.7%	\$47,869.15		
3-A	WEST PORTAL	{West Portal Ave.}	20							
-B		(Claremont-Ulloa)	24	5,058.47	5,560.98	+ 502.51	+ 9.9	44,699.00		
4-A	LAKESIDE VILLAGE	{Jun. Serra & Ocean Ave.}	20	5,341.89	5,399.48	+ 57.59	+ 1.1	61,510.21		
B		{19th & Ocean Avenues}	21							
7-A	MARINA	(Pierce Street)	82	11,319.03	12,947.19	+ 1,628.16	+14.3	75,089.89		
9-A	MISSION	{16th & Hof Streets}	72	6,630.79	6,806.04	+ 175.25	+ 2.6	81,281.79		
B		{24th & Cap Streets}	19	2,491.00	4,234.00	+ 1,743.00	+70.0	20,403.88		
C		(Bartlett & 21st St.)	228	41,198.93	41,184.83	- 14.10	- .04	160,726.40		
13-	EUREKA VALLEY									
A		{Castro Street}	21	6,333.26	6,479.06	+ 145.80	+ 2.3	54,599.82		
B		{17th & Collingwood St.}	21							
13-C	NOE VALLEY	(24th Street)	16	2,128.12	2,973.06	+ 844.94	+39.7	19,673.89		
15-	IRVING									
A		{20th Avenue}	25	8,395.40	9,112.65	+ 717.25	+ 8.5	68,337.27		
B		{8th & 9th Avenues}	36							
18-	CLEMENT									
A		{8th Avenue}	28	6,510.94	7,199.59	+ 688.65	+10.6	54,072.47		
B		{9th Avenue}	33							
21-A	EXCELSIOR	(Norton-Harrington)	30	4,332.18	4,484.71	+ 152.53	+ 3.5	32,835.31		
22-	GEARY									
A		{Geary Blvd.}	22	7,495.48	8,536.41	+ 1,040.93	+13.9	61,878.00		
B		{18th - 19th Avenues}	36							
24-A	PORTOLA	(Felton)	15	1,131.94	1,231.05	+ 99.11	+ 8.7	9,134.45		
	TOTALS		809	\$115,027.32	\$122,493.01	+\$7,465.69	+ 6.5%	\$792,111.53		

Date		Description		Amount	
1890	Jan 1	Balance		100.00	
	Jan 5	John Doe		50.00	
	Jan 10	John Doe		25.00	
	Jan 15	John Doe		75.00	
	Jan 20	John Doe		100.00	
	Jan 25	John Doe		50.00	
	Jan 30	John Doe		25.00	
	Feb 1	John Doe		75.00	
	Feb 5	John Doe		100.00	
	Feb 10	John Doe		50.00	
	Feb 15	John Doe		25.00	
	Feb 20	John Doe		75.00	
	Feb 25	John Doe		100.00	
	Feb 30	John Doe		50.00	
	Mar 1	John Doe		25.00	
	Mar 5	John Doe		75.00	
	Mar 10	John Doe		100.00	
	Mar 15	John Doe		50.00	
	Mar 20	John Doe		25.00	
	Mar 25	John Doe		75.00	
	Mar 30	John Doe		100.00	
	Mar 31	John Doe		50.00	
	Apr 1	John Doe		25.00	
	Apr 5	John Doe		75.00	
	Apr 10	John Doe		100.00	
	Apr 15	John Doe		50.00	
	Apr 20	John Doe		25.00	
	Apr 25	John Doe		75.00	
	Apr 30	John Doe		100.00	
	Apr 31	John Doe		50.00	
	May 1	John Doe		25.00	
	May 5	John Doe		75.00	
	May 10	John Doe		100.00	
	May 15	John Doe		50.00	
	May 20	John Doe		25.00	
	May 25	John Doe		75.00	
	May 30	John Doe		100.00	
	May 31	John Doe		50.00	
	Jun 1	John Doe		25.00	
	Jun 5	John Doe		75.00	
	Jun 10	John Doe		100.00	
	Jun 15	John Doe		50.00	
	Jun 20	John Doe		25.00	
	Jun 25	John Doe		75.00	
	Jun 30	John Doe		100.00	
	Jun 31	John Doe		50.00	
	Jul 1	John Doe		25.00	
	Jul 5	John Doe		75.00	
	Jul 10	John Doe		100.00	
	Jul 15	John Doe		50.00	
	Jul 20	John Doe		25.00	
	Jul 25	John Doe		75.00	
	Jul 30	John Doe		100.00	
	Jul 31	John Doe		50.00	
	Aug 1	John Doe		25.00	
	Aug 5	John Doe		75.00	
	Aug 10	John Doe		100.00	
	Aug 15	John Doe		50.00	
	Aug 20	John Doe		25.00	
	Aug 25	John Doe		75.00	
	Aug 30	John Doe		100.00	
	Aug 31	John Doe		50.00	
	Sep 1	John Doe		25.00	
	Sep 5	John Doe		75.00	
	Sep 10	John Doe		100.00	
	Sep 15	John Doe		50.00	
	Sep 20	John Doe		25.00	
	Sep 25	John Doe		75.00	
	Sep 30	John Doe		100.00	
	Sep 31	John Doe		50.00	
	Oct 1	John Doe		25.00	
	Oct 5	John Doe		75.00	
	Oct 10	John Doe		100.00	
	Oct 15	John Doe		50.00	
	Oct 20	John Doe		25.00	
	Oct 25	John Doe		75.00	
	Oct 30	John Doe		100.00	
	Oct 31	John Doe		50.00	
	Nov 1	John Doe		25.00	
	Nov 5	John Doe		75.00	
	Nov 10	John Doe		100.00	
	Nov 15	John Doe		50.00	
	Nov 20	John Doe		25.00	
	Nov 25	John Doe		75.00	
	Nov 30	John Doe		100.00	
	Nov 31	John Doe		50.00	
	Dec 1	John Doe		25.00	
	Dec 5	John Doe		75.00	
	Dec 10	John Doe		100.00	
	Dec 15	John Doe		50.00	
	Dec 20	John Doe		25.00	
	Dec 25	John Doe		75.00	
	Dec 30	John Doe		100.00	
	Dec 31	John Doe		50.00	

PRESENT STATUS OF 1947 PARKING BOND FUND

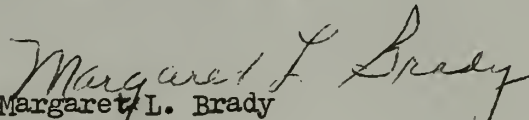
Original Bond Fund (authorized 1947 and issued)	\$5,000,000.00
Transferred to Account	<u>232,684.59</u>
Appropriated	\$5,232,684.59
Expended	<u>5,230,438.41</u>
Surplus *	\$ 2,246.18
 Unappropriated balance June 30, 1978	 \$ 395,501.99

*Account closed June 30, 1960, Surplus funds
transferred to Unappropriated Account No. 1990.

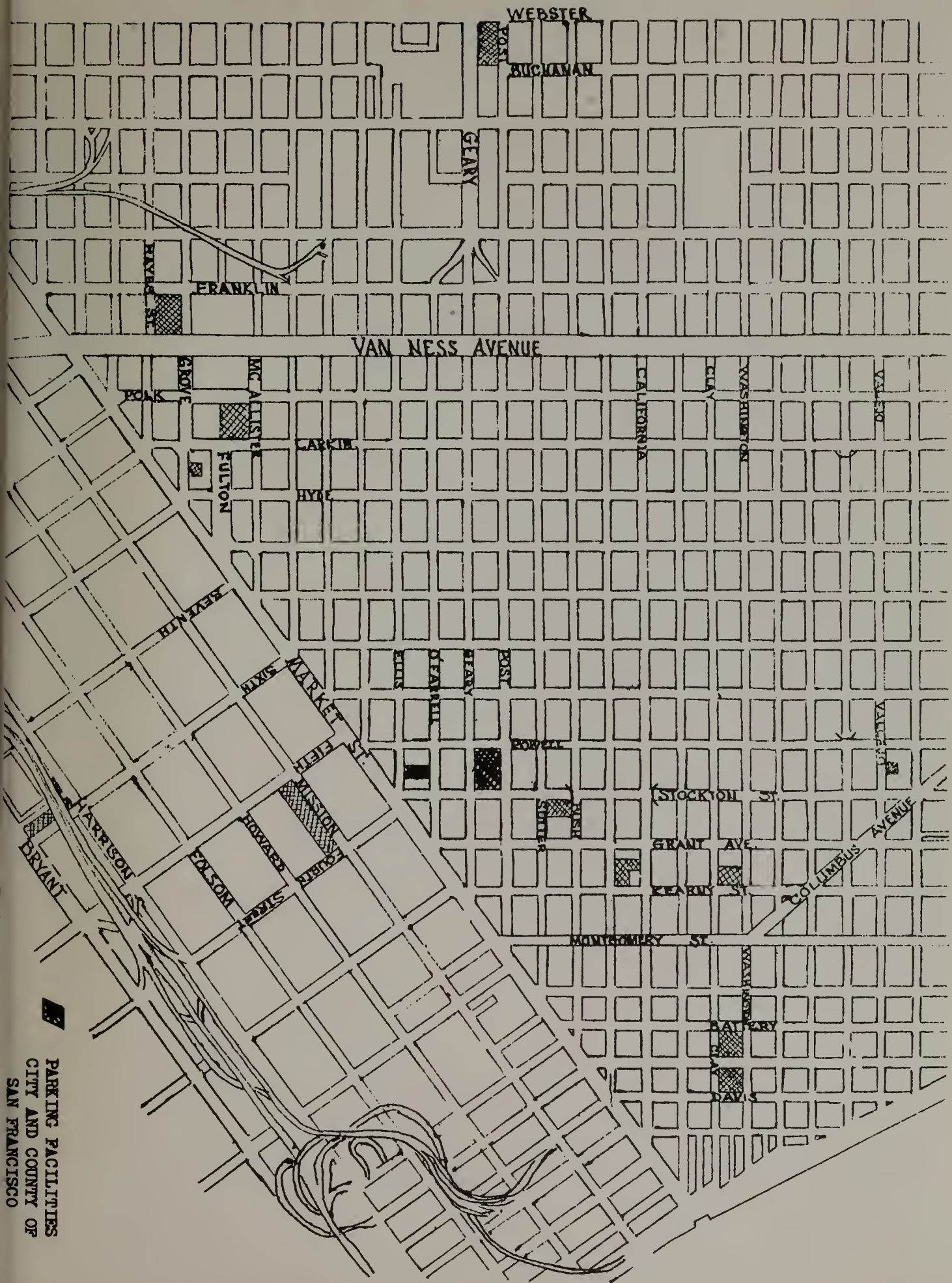
All outstanding bonds have matured, have been presented for
payment and will no longer constitute an obligation of the City.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO


Margaret L. Brady
Director

MLB:lc



PARKING FACILITIES
CITY AND COUNTY OF
SAN FRANCISCO

WEBSTER

BUCHANAN

CLARY

FRANKLIN

VAN NESS AVENUE

POLK

EROME

MC ALLISTER

FULTON

CARRIN

HYDE

CALIFORNIA

CLAY

WASHINGTON

VALLEJO

HYDE

MARKET ST.

MISSION

EDIN

OFARRELL

STAN

POST

ROBERT

STOCKTON

GRANT AVE.

KEARNEY ST.

VALLEJO AVENUE

MONTGOMERY ST.

BALFOUR

DAVIS

HARRISON ST.

EDISON

HOWARD

STOCKTON

BRYANT

OF
P20
#1
1978-79

ANNUAL REPORT

1978 — 1979



THE PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO

PARKING AUTHORITY

DONALD MAGNIN, Chairman

AMANCIO G. ERGINA

FRANCIS H. LOUIE

ACHILLE H. MUSCHI

MICHAEL J. McFADDEN, M.D.

MARGARET L. BRADY, Director

**HONORABLE DIANNE FEINSTEIN, Mayor
City and County of San Francisco**

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Honorable Dianne Feinstein
City and County of San Francisco
200 City Hall
San Francisco CA 94102



Dear Mayor Feinstein:

On behalf of the Members of the Parking Authority and its Staff, I submit herewith the report of the San Francisco Parking Authority for the fiscal year 1978-79.

The activities and accomplishments of the Authority are submitted in the following paragraphs:

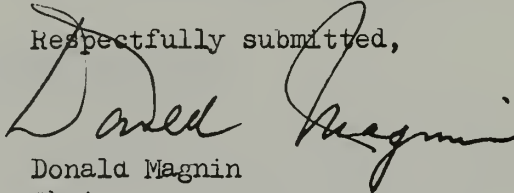
1. The Neighborhood Shopping District Parking Need Report No. 2 Parking Treatments is progressing with some setbacks resulting from public hearings:
 - a. The Marina parking facility double-decking has been approved and funds appropriated. Construction will commence as soon as the City Planning Commission gives approval.
 - b. Mission-Bartlett double-decking has been approved. Funds will be made available when construction bids are approved and the Planning Commission concurs.
 - c. Public hearings on plans for on-street treatment for Polk Street, North Beach and Chinatown met with opposition at public hearings and are being re-drawn for submission in the near future.
 - d. The proposal for under-playfield parking at George Peabody School met unanimous opposition at public hearings. The Clement Merchants have withdrawn the proposal and on-street treatment is being planned in cooperation with neighborhood groups.
2. The Performing Arts Garage is beset with legal actions. The WAPAC suit was dismissed. An action was filed by Pride Foundation, which action is now on appeal. The Redevelopment Agency stands ready to transfer the property and the Parking Authority is awaiting legal approval.

3. The Parking Authority has been named developer for a garage site adjacent to the Moscone Convention Center. A feasibility study and cost estimates are being prepared in anticipation of a bond issue to be placed on the November ballot.
4. Rate increases to discourage the long-term parker were approved by the Parking Authority and by the Board of Supervisors for the following facilities:

Vallejo Street Garage
Seventh & Harrison Parking Plaza
Golden Gateway Garage
Portsmouth Square Garage
Japanese Cultural Center
Marshall Square Parking Plaza

5. Once again the Members of the Grand Jury awarded the Parking Authority an A-One rating for performance and in particular for cooperation with and use of funds for other City Departments.
- o. Member Richard Guggenhime was appointed to the Board of Permit Appeals and Dr. Amancio G. Ergina was appointed by Mayor Dianne Feinstein to serve his unexpired term.

Respectfully submitted,


Donald Magnin
Chairman



DIANNE FEINSTEIN, Mayor

- Members:
- DONALD MAGNIN
Chairman
 - AMANCIO G. ERGINA
 - FRANCIS H. LOUIE
 - MICHAEL J. McFADDEN, M.D.
 - ACHILLE H. MUSCHI
 - MARGARET L. BRADY
Director

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY
City and County of San Francisco
Fiscal Year Ending June 30, 1979

The report of the Parking Authority for the fiscal year 1978-79, together with supplemental information, is herewith respectfully submitted.

The financial status is set forth in attached copy of the Authority's official annual report.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, including the Director.

PARKING AUTHORITY FUNCTION

The Parking Law of 1949 recognized that the provision of additional parking facilities and the performance of all undertakings incidental to providing such facilities are public uses and purposes for which public money may be spent and private property acquired and are governmental functions. (California Streets and Highways Code, Sec. 32501).

Pursuant to this legislative notice, the State Legislature permitted, subject to the determination by the local legislative body that there is need for an authority to function, a public body corporate and politic known as the Parking Authority of the City and County of San Francisco. The San Francisco Board of Supervisors recognized the need for such a parking authority, and the Administrative Code, Chapter 17, expressed this need and assigned jurisdiction and control over parking projects to the Parking Authority of the City and County of San Francisco.

The State Code (Sec. 32656, Streets and Highways) mandated a five-member authority. Mayor Elmer E. Robinson, in October 1949, appointed, with confirmation by the Board of Supervisors, the first Chairman and Members of the San Francisco Parking Authority.

The Parking Authority is authorized to issue revenue bonds, acquire property, sell property, construct public parking facilities and public rights of way convenient thereto, and to administer facilities to be used as off-street parking lots and garages. Such facilities may provide for

the performance of services to the public incidental or advantageous to public parking projects and which are reasonably necessary to utilize such property as a public parking facility for the purpose of regulating, controlling and relieving the congestion of street traffic.

The Authority is responsible for the proper performance of lessees or operators of public parking facilities and the promotion of the public interest. The administration, books and records of such operators are subject to Authority scrutiny.

Finally, the Authority advises the Mayor and the Board of Supervisors on all matters pertaining to off-street parking and the parking and traffic control regulatory field.

PARKING AUTHORITY BUDGET

1978-79 - Salaries and Parking Authority Administration	\$ 68,291
--	-----------

Provided to Other Departments:

Real Estate Department	12,000
Light, Heat and Power	4,140
Street Cleaning	38,000
Bureau of Engineers	10,500

Tax Collector: Possessory Interest Tax

Golden Gateway	143,325
Japan Center	38,025

FACILITIES CONSTRUCTED AND IN OPERATION

The following parking facilities have been financed and built as cooperative projects between the City and private business:

<u>Name</u>	<u>Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
*Union Square Garage	September 11, 1942	1,081	\$ -0-	\$1,646,331	\$1,646,331
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-
St. Mary's Square Garage	May 12, 1954	828	417,513	2,300,000	2,717,513
**Ellis-O'Farrell Garage	August 5, 1957	900	-0-	-0-	2,800,000
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Expansion II	February 6, 1970	316	258,100	1,188,700	1,446,800
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Expansion I	July 1, 1976	555	1,000,000	5,166,847	6,166,847
Portsmouth Square Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural Center Garages	February 16, 1968	850	256,640	3,750,000	4,006,640

*All debts of the Union Square Garage Corporation have been retired and, effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and private garage operator for a period of ten years and nine months commencing October 1, 1967.

**Privately financed and operated until July 20, 1965, at which time it was acquired by the City.

Neighborhood Shopping District Parking Facilities
and Use of Off-Street Parking Fund

The Mayor and the Board of Supervisors have requested the Parking Authority to place emphasis on neighborhood shopping districts to encourage and facilitate business within the City.

We have requested, and the Board of Supervisors has approved, funds from the Off-Street Parking Fund as follows:

		<u>Proposed New Parking Spaces</u>	<u>Proposed Capitol Expenditure</u>
Feasibility for double decking Mission-Bartlett Parking Plaza	\$50,800.00	126	\$713,250
Feasibility of Polk Street Neighborhood On-Street Treatment	32,900.00	211	421,250
New fence at 18th & Castro St.	82.68		
Feasibility of parking area under George Peabody School area	2,500.00	45	To be established
Feasibility of city-wide on-street treatment of various neighborhoods	58,000.00	798	466,550
Feasibility for double decking Marina parking lot	2,000.00	44	663,500
Restriping of all City lots	7,208.00		
To General Fund	500,000.00		
The Mayor and the Board of Supervisors requested the Parking Authority to aid the General Fund			
International Municipal Parking Congress	720.00		
The Parking Authority and the Board of Supervisors agreed that the Parking Authority Director should attend this important convention for pro- fessional information and study			
Repair portals at Irving Street lot between 8th and 9th Avenues	1,200.00		

Revenue study and preliminary plans, soil investigation and report necessary for a ballot proposal to issue bonds for off-street parking facility at George Moscone Convention Center	70,000.00	760	7,100,000 Bond Issue
Repairs at Marshall Square Parking Plaza	31,000.00		
Performing Arts Garage - legal fees	15,000.00	600	5,300,000 Bond Issue

Projects approved and in operation: 21

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Eureka Valley (Castro Street)	21	\$ 79,768
Eureka Valley (Collingwood Street)	21	143,838
West Portal (West Portal Avenue)	20	135,490
West Portal (Claremont-Ulloa Streets)	24	192,650
Geary (Geary Boulevard)	22	101,133
Geary (18th-19th Avenues)	36	164,486
Inner Irving (8th-9th Avenues)	36	208,391
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Portola (Felton Street)	15	42,451
Mission (16th and Hoff Streets)	72	284,096
Mission (24th and Capp Streets)	19	88,862
**Mission-Bartlett Parking Plaza	228	645,800
Clement (8th Avenue)	33	153,254
Clement (9th Avenue)	28	108,440
*Lakeside (Junipero Serra and Ocean Avenue)	20)	
*Lakeside (19th and Ocean Avenues)	21)	42,025
North Beach (Vallejo Street)	163	874,645
Marina (Pierce Street)	82	855,622
Polk (Redding School)	40	257,351
Excelsior (Norton-Harrington Streets)	<u>30</u>	<u>131,217</u>
	972	\$4,674,484

*Transferred to Neighborhood Off-Street
Parking Program March, 1965

**Transferred to Neighborhood Off-Street
Parking Program June, 1974

Report of
Director Margaret Brady

Parking Study Report

Public hearings for feasibility of adding 211 on-street parking spaces along Polk Street were held in two sessions north and south of California Street. Objections from persons in the neighborhood and from Municipal Railway planning indicate this project must be redrawn and consequently reheard to insure a plan attractive to all persons of the area.

Similar response was engendered from public hearings for the North Beach-Chinatown area.

Public hearings on feasibility of a parking area beneath George Peabody School were summarily opposed by neighbors. Plans are being drawn for on-street parking on numbered avenues from First to Tenth.

Other neighborhood areas are to have public hearings in the near future.

Mission-Bartlett Parking Plaza

Public hearings were overwhelmingly supportive of double decking Mission-Bartlett Parking Plaza.

The Parking Authority has been approached by Housing Development & Neighborhood Preservation Corp., a non-profit neighborhood corporation, as to air rights over the proposed second deck for a housing development. The Parking Authority has indicated support of this program when and if it is found feasible by HUD and/or other housing agencies.

Meantime, the Parking Authority has a proposal for the second deck which will go to bid within the year. Provisions will be made for foundations which will permit an additional floor when and if feasible.

Marina Parking Facility

Public support of adding decks to this facility was unanimous. The project is now before the Planning Commission for conformance with the Master Plan. When the Planning Commission indicates its approval, the Parking Authority will put the structure to bid.

Marshall Square Parking Facility

The Parking Authority has a new lessee, Allied Auto Parks, Inc., in this facility. The Parking Authority and the new lessee have jointly provided funds to repave, reblock, light and landscape this facility.

George Moscone Convention Center

The Redevelopment Agency has asked the Parking Authority to develop a site on Third Street and Clementina for public parking. This facility will be the first of three facilities to serve the new developments and the Convention Center.

Proposition N will appear on the November ballot to seek approval of the voters of San Francisco.

The facility will be the second facility to be funded by Parking Authority bonds rather than through a non-profit corporation.

The Mayor and the Board of Supervisors feel this financing will permit bonds to be retired early. If fiscal responsibility indicates, surplus funds when accrued, could, at the discretion of the Board of Supervisors, be transferred to the general fund.

Performing Arts Garage

The Performing Arts Garage, which is the first facility to be funded by Parking Authority bonds, has been beset by legal actions. The Redevelopment Agency has been unable to transfer this property and litigation continues.

Legal counsels for Redevelopment Agency and the Parking Authority indicate a compromise has been effected and that construction should ensue in early 1980.

School Properties

The San Francisco Unified School District in conjunction with the Parking Authority is working toward using Yerba Buena and Laguna Honda School yards for public parking. This utilization would be on a temporary basis until there is a permanent use of these properties.

The use of these properties will aid the parking problems of Irving Street and the Marina shopping area.

Parking Rates

Parking rates at the following facilities have been changed by the Parking Authority and approved by the Board of Supervisors. These changes have been made to implement City policy to encourage short-term, turnover parking and to discourage long-term, commuter parking:

Golden Gateway Garage
Japanese Cultural Center
Marshall Square Parking Plaza
Portsmouth Square Garage
Seventh and Harrison Parking Plaza
Vallejo Street Garage

Van Pools

The Parking Authority and the Board of Supervisors have approved the admittance of vanpools in all public parking facilities that have the height allowance to accommodate such vehicles.

COMPARATIVE STATEMENT
Municipally Owned Parking Garages

G A R A G E	G R O S S I N C O M E			R E N T P A I D T O C I T Y O F S . F .		
	1977-78	1978-79	Difference \$'s %	1977-78	1978-79	Difference \$'s %
Civic Center Plaza	\$ 722,232	\$ 787,257	\$ 65,025 + 9.0%	*		
Ellis-O'Farrell	1,257,336	1,448,840	191,504 +15.2	*		
Fifth & Mission	1,107,743	1,258,840	151,097 +13.6	*		
Golden Gateway	1,333,356	1,551,094	217,738 +16.3	*		
Japan Center	262,848	323,115	60,267 +23.0	*		
Marshall Square	66,388	64,481	- 1,907 - 2.9	\$ 45,254	\$ 43,975	-\$ 1,279 - 3.0%
Portsmouth Square	820,541	910,372	89,831 +11.0	**		
St. Mary's Square	1,152,447	1,345,663	193,216 +16.8	51,673	61,818	10,145 +19.6
Seventh & Harrison	67,745	86,093	18,348 +27.9	44,507	65,275	20,768 +46.6
Sutter & Stockton	1,562,330	1,685,009	122,679 + 7.8	*		
Union Square	2,170,028	1,728,985	-441,043 -20.3	973,359	959,134	-14,225 - 1.5
Vallejo Street	190,743	240,133	49,390 +25.9	85,815	139,315	53,500 +62.3
	\$1,071,737	\$11,429,882	\$716,145 + 6.7%	\$1,200,608	\$1,269,517	\$68,909 + 5.7%

* Rent is equal to 100% of net income after operating costs and debt service charges
 ** Rent is equal to 103% " " " " " "

Comparative Statement, - Cont'd.

G A R A G E	T A X P A I D		T A X and R E N T		A U T O M O B I L E S P A R K E D	
	1977-78	1978-79	1977-78	1978-79	1977-78	1978-79
						Difference %
Civic Center Plaza	-	-			464,725	433,932 - 30,793 6.6%
Ellis-O'Farrell	\$ 60,591	\$ 26,774	\$ 60,591	\$ 26,774	530,804	524,926 - 5,878 - 1.1%
Fifth & Mission	62,379	27,519	62,379	27,519	1,272,235	1,270,096 - 2,139 - 0.2
Golden Gateway	143,325	43,816	143,325	43,816	425,649	417,154 - 8,495 - 2.0
Japan Center	40,950	12,282	40,950	12,282	182,913	233,678 50,765 +27.8
Marshall Square	3,779	1,667	49,033	45,642	47,968	42,705 - 5,263 -11.0
Portsmouth Square	29,747	13,122	29,747	13,122	618,644	609,713 - 8,931 - 1.4
St. Mary's Square	27,671	12,212	79,344	74,031	319,897	340,968 21,071 + 6.6
Seventh & Harrison	1,170	2,429	45,677	67,704	137,272	146,575 9,303 + 6.8
Sutter & Stockton	127,559	56,293	127,559	56,293	1,149,738	1,188,901 39,163 + 3.4
Union Square	39,107	37,697	1,012,466	996,831	978,453	946,376 - 32,077 - 3.3
Vallejo Street - A Neighborhood Facility	3,522	4,610	89,337	143,925	232,174	255,560 23,386 +10.1
	\$539,800	\$238,421	\$1,740,408	\$1,507,939	6,360,472	50,112 + 0.8%

M E T E R C O L L E C T I O N S
NEIGHBORHOOD DISTRICTS

Parking Lots	Location	No. of Meters	G R O S S 1977-78	I N C O M E 1978-79	DIFFERENCE \$'s %	Totals to Date
POLK	Redding School	40	\$ 6,344	\$ 7,167	\$ 823 +13.0%	\$55,036
WEST PORTAL	West Portal Ave. Claremont-Ulloa	20 24	5,561	5,963	402 + 7.2	50,662
LAKESIDE VILLAGE	Jun. Serra & Ocean Ave. 19 th & Ocean Ave.	20 21	5,399	6,206	807 +15.0	67,716
MARINA	Pierce Street	82	12,947	13,490	543 + 4.2	88,580
MISSION	16 th & Hoff Streets 24 th & Capp Streets Mission-Bartlett Plaza	72 19 228	6,806 4,234 41,185	8,488 4,120 45,076	1,682 +25.0 - 114 - 2.7 3,891 + 9.4	89,770 24,524 205,802
EUREKA VALLEY	Castro Street 17 th & Collingwood Sts.	21 21	6,479	6,854	375 + 5.8	61,454
NOE VALLEY	24 th Street	16	2,973	2,937	- 36 - 1.2	22,611
IRVING	8 th & 9 th Avenue 20 th Avenue	36 25	9,113	9,444	331 + 3.6	77,781
CLEMENT	8 th Avenue 9 th Avenue	28 33	7,200	7,335	135 + 1.9	61,408
EXCELSIOR	Norton-Harrington	30	4,485	4,551	66 + 1.5	37,386
GEARY	Geary Boulevard 18 th & 19 th Avenues	22 36	8,536	8,545	9 + 0.1	70,423
PORTOLA	Felton	15	1,231	2,278	1,047 +85.0	11,413
Restitution				<u>257</u>	<u>257</u>	<u>257</u>
TOTALS		809	<u>\$122,493</u>	<u>\$132,711</u>	<u>\$10,218</u> <u>+ 9.3%</u>	<u>\$924,823</u>

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (authorized 1947 and issued)	
Original Bond Fund (authorized 1947 and issued)	\$5,000,000.00
Transferred to Account	232,684.59
Appropriated	<u>\$5,232,684.59</u>
Expended	<u>\$5,230,438.41</u>
Surplus *	\$ 2,246.18
 Unappropriated balance June 30, 1979	 \$ 395,502.00

*Account closed June 30, 1960, surplus funds
transferred to Unappropriated Account No. 1990

All outstanding bonds have matured, have been presented for payment
and will no longer constitute an obligation of the City.

ACKNOWLEDGEMENTS

The Parking Authority wishes to express its appreciation and acknowledge the cooperation and assistance of Mayor Dianne Feinstein, the Chief Administrative Officer, Members of the Board of Supervisors, the City Attorney, Controller, Director of Property, Director of Public Works, City Engineer, Traffic Engineer, Director of Planning, the private garage industry, the public-spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its program during the past year.

A special acknowledgment must be made of the Parking Authority Chair, Donald Magnin. Mr. Magnin has served untiringly for eighteen years, thirteen years as Chair. He has given unstintingly of his time and has been the strong advocate of short-term, turnover parking at a minimal cost.

The Parking Authority also thanks Member Richard Guggenhime, who served for only a short term. Mr. Guggenhime has been appointed to the Board of Permit Appeals.

The Parking Authority welcomes Member Dr. Amancio Ergina, who was appointed by Mayor Dianne Feinstein to fill out the term of Member Guggenhime. Dr. Ergina comes to the Parking Authority after exemplary service on the Housing Authority.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

Margaret L. Brady
Margaret L. Brady
Director

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ANNUAL REPORT

1979 — 1980



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THE PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO

PARKING AUTHORITY

DONALD MAGNIN, Chairman

AMANCIO G. ERGINA

RUTH CHURCH GUPTA

FRANCIS H. LOUIE

ACHILLE H. MUSCHI

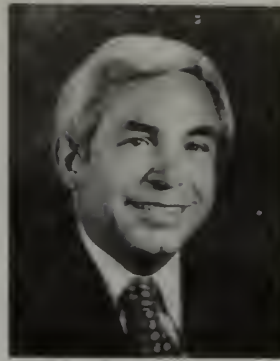
MARGARET L. BRADY, Director

HONORABLE DIANNE FEINSTEIN, Mayor
City and County of San Francisco

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Honorable Dianne Feinstein
City and County of San Francisco
200 City Hall
San Francisco CA 94102



Dear Mayor Feinstein:

On behalf of the Members of the Parking Authority and its Staff, I submit herewith the report of the San Francisco Parking Authority for the fiscal year 1979-80.

I shall limit my message to one phase of our year's activities which I feel was the Parking Authority's contribution to San Francisco's financial stability.

The Parking Authority, with permission of Mayor Feinstein, contracted for a survey by Touche Ross of the non-profit corporations, with particular emphasis on the outstanding bonds and possible early redemption. The Parking Authority and the Mayor felt there is a definite possibility of turning some of these facilities over to the City in order to provide needed revenue.

The report disclosed surplus funds over and above needed reserves in four facilities: Fifth & Mission, Civic Center Plaza, Sutter-Stockton and Portsmouth Square.

Requests were made of each of these Boards of Directors to either retire bonds or turn surplus funds over to the City.

To date Fifth & Mission has turned over approximately \$1.1 million. Outstanding bonds will be retired by 1986 and the corporation has agreed to continue to turn over surplus funds, if available, each fiscal year.

Civic Center Plaza has agreed to pre-pay \$1 million of outstanding bonds, this being their surplus funds over required reserves. This will result in an increase of approximately \$135,000 per year in income to the Recreation & Park Commission. Outstanding bonds will be retired in 1988.

To date the Parking Authority and the Mayor have met with complete resistance on the part of directors of Sutter-Stockton and Portsmouth Square Garages vis-a-vis our request that they, too, direct surplus funds to the General Fund of the City.

Sutter-Stockton could retire a 1959 bond issue. The corporation has over \$3.5 million in surplus revenue. Year 2000 is the retirement date for the 1975 issue.

Portsmouth Square has sufficient surplus to retire all of the outstanding bonds, over \$1.3 million. These bonds will be retired in 1989.

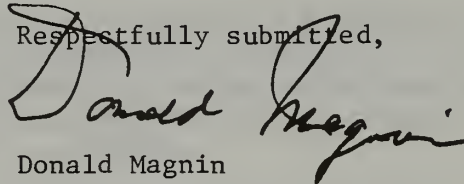
The Parking Authority, together with the Mayor's office, will continue negotiations on (1) early retirement of bonds so revenue will accrue to the City, or (2) transfer of surplus funds of the corporation to the City on an annual basis. We sincerely trust this can be worked out amicably in order to avoid costly litigation.

Proposition S, which was successful in June 1980, provides that a 25% surcharge shall be levied on all non-profit garage corporations. This will increase revenue to the City and lessen the surpluses that have been accruing.

The Parking Authority is again proud of the Grand Jury Report which is complimentary to our department and our director, Margaret Brady. The report emphasizes the necessity for maintaining the Parking Authority as a separate entity.

We welcome the first female member to the Parking Authority, Ruth Church Gupta, attorney and representative of our District Merchants, who was appointed by Mayor Feinstein to the expired term of Dr. Michael McFadden.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Donald Magnin", is written over the typed name and title.

Donald Magnin
Chairman

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY
City and County of San Francisco
Fiscal Year Ending June 30, 1980

* * * * *

The report of the Parking Authority for the fiscal year 1979-80, together with supplemental information, is herewith respectfully submitted.

The financial status is set forth in attached copy of the Authority's official annual report.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, including the Director.

PARKING AUTHORITY FUNCTION

The Parking Law of 1949 recognized that the provision of additional parking facilities and the performance of all undertakings incidental to providing such facilities are public uses and purposes for which public money may be spent and private property acquired and are governmental functions. (California Streets and Highways Code, Sec. 32501).

Pursuant to this legislative notice, the State Legislature permitted, subject to the determination by the local legislative body that there is need for an authority to function, a public body corporate and politic known as the Parking Authority of the City and County of San Francisco. The San Francisco Board of Supervisors recognized the need for such a parking authority, and the Administrative Code, Chapter 17, expressed this need and assigned jurisdiction and control over parking projects to the Parking Authority of the City and County of San Francisco.

The State Code (Sec. 32656, Streets and Highways) mandated a five-member authority. Mayor Elmer E. Robinson, in October 1949, appointed, with confirmation by the Board of Supervisors, the first Chairman and Members of the San Francisco Parking Authority.

The Parking Authority is authorized to issue revenue bonds, acquire property, sell property, construct public parking facilities and public rights of way convenient thereto, and to administer facilities to be used as off-street parking lots and garages. Such facilities may provide for the performance of services to the public incidental or advantageous to public parking projects and which are reasonably necessary to utilize such property as a public parking facility for the purpose of regulating, controlling and relieving the congestion of street traffic.

The Authority is responsible for the proper performance of lessees or operators of public parking facilities and the promotion of the public interest. The administration, books and records of such operators are subject to Authority scrutiny.

Finally, the Authority advises the Mayor and the Board of Supervisors on all matters pertaining to off-street parking and the parking and traffic control regulatory field.

PARKING AUTHORITY BUDGET

1979-80 - Salaries and Parking Authority	
Administration	\$84,070
Provided to Other Departments:	
City Attorney	33,011
Real Estate	15,027
Light, Heat and Power (PUC)	4,160
Controller	2,600
DPW: Building Repair/Maintenance	7,208
Street Cleaning Bureau	46,322
Traffic Engineers	9,450
Tax Collector: Possessory Interest Tax	
Golden Gateway	43,817
Japan Center	12,282

FACILITIES CONSTRUCTED AND IN OPERATION

The following parking facilities have been financed and built as cooperative projects between the City and private business:

<u>Name</u>	<u>Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
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**Privately financed and operated until July 20, 1965, at which time it was acquired by the City.

PARKING AUTHORITY
OFF-STREET PARKING FUND APPROPRIATIONS 1979-80

Date Approp. Placed on Books	Purpose	Appropriated and Expended	Work Status
7/13/79	MARSHALL SQUARE PARKING PLAZA Repairs per lease agreement	\$ 19,500	Completed Contract
9/28/79	18 NEIGHBORHOOD PARKING LOTS Restripe 901 parking stalls	7,208	Completed DPW
9/24/79	PERFORMING ARTS CENTER GARAGE Litigations Expense vs Pride Foundation	10,000	Completed
4/18/80	Design Consultant (Tudor)	(D) 20,000	Completed
9/24/79	PARKING METER PROJECT Conversion Program, etc.	\$743,625	
5/19/80	" " " " <u>160,496</u>	904,121	In progress

Note: Items marked (D) defined as funds diverted from Off-Street Parking Fund to be reimbursed upon sale of bonds.

PROJECTS PROPOSED AND UNDER WAY 1980-81

MOSCONE CENTER GARAGE Preliminary plans, soil tests, etc.	\$ 320,000	Ordinance 464-80 (On Mayor's Desk)
LEGAL FEES - BOND REDEMPTION for Portsmouth Plaza, Uptown (Sutter-Stockton), Downtown (5th & Mission) Corporations	25,000	File 101-80-20 (Passed by Finance Committee)
ST. MARY'S SQUARE GARAGE Air Rights Study for proposed hotel development	12,500	Already appropriated- Real Estate Dept. working
MARINA PARKING Double Decking	43,800	File 101-80-11 Project 506
PERFORMING ARTS CENTER GARAGE To ensure progression of construction	4,500,000	Pending
MISSION-BARTLETT PARKING PLAZA Double Decking	120,000	Project 508

Projects approved and in operation: 21

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
Eureka Valley (Castro Street)	21	\$ 79,768
Eureka Valley (Collingwood Street)	*20	143,838
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*Lakeside (19th & Ocean Avenues)	21)	
North Beach (Vallejo Street)	163	874,645
Marina (Pierce Street)	82	855,622
Polk (Redding School)	40	257,351
Excelsior (Norton-Harrington Streets)	<u>30</u>	<u>131,217</u>
	973	\$4,674,484

*Transferred to Neighborhood Off-Street
Parking Program March, 1965

**Transferred to Neighborhood Off-Street
Parking Program June, 1974

FUNDS GENERATED BY PARKING AUTHORITY
TO GENERAL FUND AND OTHER DEPARTMENTS
JULY 1979 TO JUNE 1980

<u>FACILITY</u>	046755-5411 <u>GENERAL FUND</u>	COMMISSION (Real Estate)	47225-8246 <u>SF REC. & PARK</u>	015388/7053 <u>1947 BOND FD.</u>	040733 <u>OFF-ST. PARK. FD.</u>
CIVIC CENTER PLAZA * GARAGE	\$ 43,245				
MARSHALL SQUARE GARAGE	68,424	\$ 180			
ST. MARY'S SQUARE GARAGE	6,103	345	\$ 43,885	\$23,109	
7TH & HARRISON PARKING PLAZA	143,922	270			
UNION SQUARE GARAGE **			1,290,081		
VALLEJO STREET GARAGE		270			\$162,329
SURPLUS REVENUE TRANSFERRED FROM DOWNTOWN PARKING CORP. 5TH & MISSION GARAGE	<u>1,132,777</u>				
TOTALS	<u>\$1,394,471</u>	<u>\$1,065</u>	<u>\$1,333,966</u>	<u>\$23,109</u>	<u>\$162,329</u>

* Net revenue \$328,245 - Rent to Non-Profit Corporation \$285,000

** Lease and annual inspection provided by Parking Authority

*Report of
Director Margaret Brady*

METERS

The Board of Supervisors, in order to discourage long-term parkers and to increase revenue to the City, raised all parking meter fees and fines. Meters rates in the downtown core have been raised to 50¢ per hour and 20¢ per hour in neighborhood areas.

The Parking Authority provided over \$750,000 for new meter heads and approximately \$160,000 for conversion. All meters will be changed by early 1981.

NEIGHBORHOOD PARKING

Clement Street

Clement Street West Merchants have requested meter zones to ease their parking problems from 23rd Avenue to 26th Avenue. Although the Department of Electricity is overburdened with the meter changes, they have promised to expedite the metering in this area.

Excelsior

Neighborhood merchants have requested baying of Paris and London Streets. The Parking Authority can fund areas only where meters are installed. Residents have requested that neither of the above areas be metered as they feel there would be a reverse impact on residential parking.

16TH & HOFF

Request has been made by the Mission Housing Coalition for a double deck on this site for housing. The Parking Authority feels it can provide additional parking for this revitalized area and accommodate the housing as well. Request has been made of the Board of Supervisors for permission to study feasibility.

Marina

Double decking is ready to proceed, which will give 32 additional spaces. The Parking Authority feels early 1981 will be start-up date so as to not interfere with holiday shopping.

Mission-Bartlett

Double decking is ready to proceed (220 additional spaces). Again the Parking Authority feels an early 1981 start-up in order not to interfere with holiday shopping. The Board of Supervisors has requested the Real Estate Department/City Attorney and Housing Corporation to meet and confer with regard to air rights over this site for cooperative housing.

OTHER AREAS are being surveyed for possible meter locations. Restrictions placed on off-street parking at public hearings, transit preferential streets and the Board of Supervisors make acquisition of properties for this purpose almost impossible.

PARKING FACILITIES

Chairman Magnin's letter covers the Parking Authority's position on non-profit corporations under our purview.

Civic Center Garage

Security and lighting of stairways have been improved.

MARSHALL SQUARE PARKING PLAZA

Improvements of surface, lighting, landscaping, as well as a new lessee, have resulted in doubling the income from this facility.

Performing Arts Center Garage

Legal problems have been cured at this site. The fact that the City's bond rating has been temporarily suspended means construction is again delayed. The Mayor's office has approved alternate construction funding and if the Board of Supervisors concurs, the Parking Authority will commence construction by early 1981, with a completion date of nine months to a year. Acquisition money from the 1947 Bond Fund for the land has approval of the Board of Supervisors and the Mayor.

A special mention should be made here as to the opening of the Louise Davies Symphony Hall. Inasmuch as the Performing Arts Center Garage was not completed for this historic opening, Chairman Donald Magnin, was asked to head a Transportation and Parking Committee for the week's events. Mr. Magnin appointed a committee comprised of: Margaret Brady, Parking Authority; James Leonard, Muni; James Mulpeters, Grayline; Chief Cornelius Murphy, SFPD; Sol Onorato, private parking; Officer Daniel O'Shea, SFPD; Scott Schoaf, Traffic Engineering; Nelson Wong, Traffic Engineering, with Peter Nardoza of the Mayor's office as liaison.

Four months of intensive study resulted in a smooth and orderly handling of passenger vehicles, buses, taxicabs and other transportation. Mr. Magnin requested a special resolution of commendation from the Parking Authority to Mr. Nelson Wong, who provided detailed maps of parking and traffic patterns to inform patrons of available parking and convenient access and exit to the area.

Moscone Convention Center Garage

Proposition N (permission to construct and finance through Parking Authority bonds) was passed at the November 1979 election. The Mayor and Board of Supervisors have approved the lease and given a go-ahead. Construction will begin early 1981 with completion date early 1982.

PARKING RATES AND TAXES

All rates at City controlled facilities were raised to reflect the increase in meter rates. The policy of the Parking Authority as set by the Mayor and Board of Supervisors, continues to discourage the long-term parker and eliminate by attrition all monthly parkers. The first four-hour rates are to accommodate the short-term, turnover parker who shops or seeks professional services in the downtown area.

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund (Authorized 1947 and issued)	\$5,000,000.00
Transferred to Account	<u>232,684.59</u>
Appropriated	\$5,232,684.59
Expended	<u>\$5,230,438.41</u>
Surplus *	\$ 2,246.18

Unappropriated balance June 30, 1980	\$ 436,424.00
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- * Account closed June 30, 1960, surplus funds transferred to Unappropriated Account No. 1990

All outstanding bonds have matured, have been presented for payment and will no longer constitute an obligation to the City.

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Comparative Statement - Continued

GARAGE	TAX PAID		TAX and RENT		AUTOMOBILES PARKED		
	1978-79	1979-80	1978-79	1979-80	1978-79	1979-80	DIFFERENCE # 's %
Civic Center Plaza	-	-	-	-	433,932	420,354	- 13,578 - 3.1%
Ellis-O'Farrell	\$ 26,774	\$ 26,823	\$ 26,774	\$ 26,823	524,926	532,674	7,748 1.5
Fifth & Mission	27,519	27,570	27,519	27,570	1,270,096	864,001	-406,095 -32.0
Golden Gateway	43,816	43,897	43,816	43,897	417,154	452,381	35,227 8.4
Japan Center	12,282	12,305	12,282	12,305	218,022	244,923	26,901 12.3
Marshall Square	1,667	1,670	45,642	103,595	42,705	71,749	29,044 68.0
Portsmouth Square	13,122	13,146	13,122	13,146	609,713	643,594	33,881 5.5
St. Mary's Square	12,212	12,235	74,031	78,122	340,968	368,325	27,357 8.0
Seventh & Harrison	2,429	2,433	67,704	168,630	146,575	136,809	- 9,766 - 6.7
Sutter-Stockton	56,293	56,397	56,293	56,397	1,188,901	1,219,450	30,549 2.6
Union Square	37,697	24,789	996,831	1,290,081	946,376	930,140	- 16,236 1.7
Vallejo Street - A Neighborhood Facility	4,610	4,618	143,925	166,959	255,560	246,961	- 8,599 3.4
TOTALS	<u>\$238,421</u>	<u>\$225,883</u>	<u>\$1,507,939</u>	<u>\$1,987,525</u>	<u>6,394,928</u>	<u>6,131,361</u>	<u>-263,567</u> 4.1%

METER COLLECTIONS
NEIGHBORHOOD DISTRICTS

Parking Lots	Location	No. of Meters	GROSS INCOME		DIFFERENCE \$'s	DIFFERENCE %	TOTALS To Date
			1978-79	1979-80			
POLK	Redding School	40	\$ 7,167	\$ 6,933	\$-234	- 3.26%	\$ 61,969
WEST PORTAL	West Portal	20					
	Claremont-Ulloa	24	5,963	6,033	70	1.17	56,695
LAKESIDE VILLAGE							
	Plaza I Junipero Serra & Ocean Ave.	22					
	Plaza II 19th & Ocean Aves.	21	6,206	5,528	-678	-10.9	73,244
MARINA	Pierce Street	82	13,490	13,633	143	1.06	102,213
MISSION	16th & Hoff Streets	72	8,488	8,582	94	1.1	98,352
	24th & Capp Streets	20	4,120	3,154	-966	-23.4	27,678
	Mission-Bartlett Pl.	227	45,076	47,098	2,022	4.5	252,900
EUREKA VALLEY							
	Castro Street	21					
	17th & Collingwood	20	6,854	6,925	71	1.0	68,379
NOE VALLEY	24th Street	16	2,937	2,708	-229	- 7.8	25,319
IRVING	8th & 9th Avenues	36					
	20th Avenue	25	9,444	8,985	-459	- 4.9	86,766
CLEMENT	8th Avenue	33					
	9th Avenue	28	7,335	8,113	778	10.6	69,521
EXCELSIOR	Norton-Harrington	30	4,551	4,118	-433	- 9.5	41,504
GEARY	Geary Blvd.	22					
	18th & 19th Avenues	36	8,545	8,808	236	3.1	79,231
PORTOLA	Felton	15	2,278	2,080	-198	- 8.7	13,493
- Restitution -		-	257	433	176	68.5	690
TOTALS		810	\$132,711	\$133,131	\$420	.3%	\$1,057,954

1944年11月14日 星期一

2044年11月15日 星期二

3044年11月16日 星期三

4044年11月17日 星期四

5044年11月18日 星期五

6044年11月19日 星期六

7044年11月20日 星期日

8044年11月21日 星期一

9044年11月22日 星期二

ACKNOWLEDGEMENTS

The Parking Authority wishes to express its appreciation and acknowledge the cooperation and assistance of Mayor Dianne Feinstein, the Chief Administrative Officer, Members of the Board of Supervisors, the City Attorney, Controller, Director of Property, Director of Public Works, City Engineer, Traffic Engineer, Director of Planning, the private garage industry, the public spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its programs during the past year.

A special acknowledgement must be made of the Parking Authority Chair, Donald Magnin and Members, Dr. Amancio G. Ergina, Francis H. Louie, Achille H. Muschi and Dr. Michael J. McFadden. Members Magnin, Louie and Muschi have served the City and the Parking Authority for many years to maintain adequate and inexpensive public parking for our neighborhood and downtown areas. Dr. Ergina has brought fresh and innovative ideas from his service on the Housing Authority.

The Parking Authority also thanks Dr. Michael McFadden for his nine years of service; and welcomes Ruth Church Gupta, attorney and representative of San Francisco's District Merchants. We know Mrs. Gupta will lend much to Parking Authority deliberations from her wide knowledge and experience in San Francisco civic and community activities.

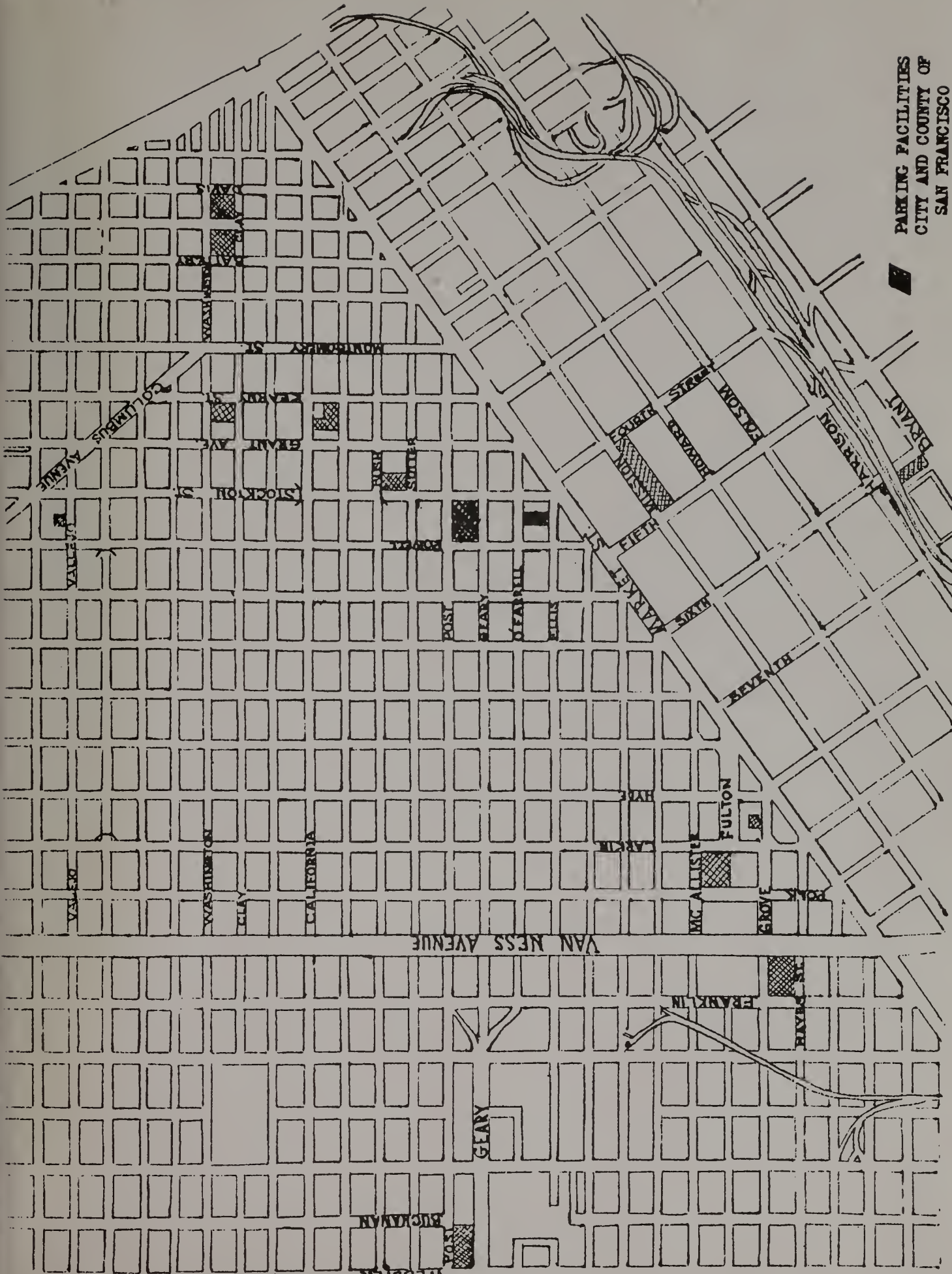
Respectfully submitted,

PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

Margaret L. Brady
Director

MLB:lc

PARKING FACILITIES
CITY AND COUNTY OF
SAN FRANCISCO



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THE PARKING AUTHORITY
CITY AND COUNTY OF SAN FRANCISCO

PARKING AUTHORITY

DONALD MAGNIN, Chairman

AMANCIO G. ERGINA

FRANCIS H. LOUIE

ACHILLE H. MUSCHI

JOHN PATRICK SHORT

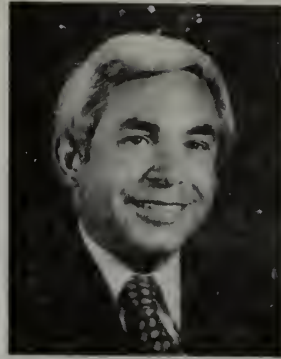
MARGARET L. BRADY, Director

HONORABLE DIANNE FEINSTEIN, Mayor
City and County of San Francisco

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Honorable Dianne Feinstein
City and County of San Francisco
200 City Hall
San Francisco CA 94102



Dear Mayor Feinstein:

On behalf of the Members of the Parking Authority and its staff, I submit herewith the report of the San Francisco Parking Authority for the fiscal year 1980/81.

Because of the many problems that have beset the Parking Authority this year, legal, planning, a declining bond market, etc., I am going to let our report stand without further comment. I shall address my remarks to an implied but unstated policy that parking is not desirable.

I agree that acres of parked cars are certainly unattractive and environmentally noxious. However, we must admit that the passenger vehicle is the most accepted manner of transportation and, as such, provision must be made for its storage. . . particularly on a short-time basis.

A Harbridge House report (May 1980) titled "The Future of the Auto in City Transportation" indicates that public transit at the optimum will carry only 15% of the population. The costs of providing public transit on a 24-hour, seven day basis are prohibitive. The Federal Government has already indicated its inability to subsidize massive public transit costs and the fares cannot be sized to meet the operating costs, let alone capital costs.

Therefore, we are faced with the necessity of providing for the automobile.

While this necessity exists let us remember that it translates into dollars, jobs and taxes. San Francisco figures for 1980/81 are:

Parking meters provide \$5.5 million annually.

The Parking Tax (15% in San Francisco) provides in excess of \$8,000,000.

Parking fines provide \$20,875,939.

City-owned parking facilities provide a gross income of \$16 million.

There is no way to compute the taxes paid by downtown and neighborhood shopping areas that can be directly laid to convenient parking. These taxes are payroll, sales, business taxes, etc. We do know that where parking is not available the patron goes to suburban shopping malls resulting in revenue loss to San Francisco.

While I am not advocating the use of properties that can be used for housing and/or other purposes, I believe the City, its government and its citizens should face up to the fact that parking, properly planned and located, is necessary and that it does and will pay its way toward protecting the financial health of San Francisco and, further, will provide funds for some of the amenities that its citizens enjoy.

A report in the American Banker suggests that bankers see a new opportunity for inner-city retailing. The article was headlined "URBAN REVITALIZATION MOVEMENT PROMISES BRIGHT FUTURE FOR INNER-CITY RETAILING." The text comments that American shopping habits are being reshaped today by extraordinary economic and social pressures. While these forces are clouding prospects for suburban malls, their favorable impact on urban retailing is unmistakably clear.

Recent studies, including one by CENTER FOR PUBLIC AFFAIRS (University of Kansas) indicate that the lack of parking was the key "dislike" to shopping in urban downtowns. The reality is that the private car maintains a high dominance over all local and short-distance travel.

Of all person trips, 83.9% are made by private vehicle. These trips average 8.9 miles. Of all trips made via other modes the total is 13.4% and these trips average 2.3 miles. Buses and streetcars carry just 1.9% of the person trips over a 7.4 mile length. Rapid transit moves 0.3% and the trips average 7.5 miles. Total public transit accounts for 2.7% of all trips but the average length is 32.4 miles. With the basic pattern of heavy dependability on private motor vehicle usage, it is difficult to plan for any significant short-term change in travel modes to and from downtown.

Report of Parking Authority Activities 1980/81

The results of our program to accelerate the retirement of bonds at facilities under non-profit corporations has not been as successful as desired.

Fifth & Mission, after its initial payment of \$1.1 million to the General Fund, has not followed through on continuing to contribute surpluses in the year 1980/81. Their reason has been that the 25% tax on non-profit corporations as provided in Proposition S (June 1980) resulted in the absence of any surplus.

Civic Center Plaza has retired \$1 million in bonds and, again, due to the effects of Proposition S, Recreation & Park received an increase less than anticipated.

Although the funds to the General Fund come through different channels, Proposition S has contributed over \$1.2 million to the General Fund from the taxes collected from the non-profit corporations.

Negotiations have been completed with the Sutter-Stockton Garage and their directors have agreed to turn over \$2 million of surplus funds for the 1982/83 budget. In turn, Mayor Feinstein has agreed this corporation may expend \$175,000 to determine the feasibility of adding floors to the structure to accommodate 367 stalls. No agreement has yet been reached as regard further surpluses.

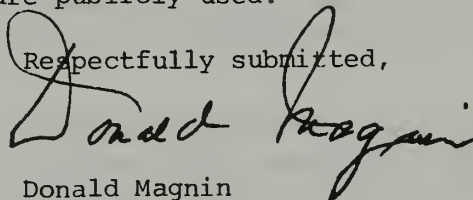
The directors of Portsmouth Square bought outstanding bonds in the approximate amount of \$1 million. Agreement has not been reached as regards continuing surpluses.

After five years of legal and other delays, the Parking Authority is happy to report that the Performing Arts Garage is finally under construction. The unfavorable bond market portended further delay. However, with the cooperation of Mayor Feinstein and the Board of Supervisors, the Parking Authority was permitted to use \$4.5 million of Off-Street Parking Funds for the construction contract.

The Performing Arts Garage will be in operation by early September, 1982. It is anticipated that net revenue from the facility will amount to a minimum of \$500,000 annually, which the Parking Authority will turn over to the General Fund.

A developer has presented plans for housing over this garage which, if it proceeds, would take a minimum of 58 of the 600 planned public parking stalls. This would result in a loss of approximately \$100,000 annually to the General Fund, as net income is based on the same operating costs whether 600 or 542 spaces are publicly used.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Donald Magnin", written in a cursive style.

Donald Magnin
Chairman

STATEMENT OF ACTIVITIES OF THE PARKING AUTHORITY
City and County of San Francisco

Fiscal Year Ending June 30, 1981

* * * * *

The report of the Parking Authority for the fiscal year 1980-81, together with supplemental information, is herewith respectfully submitted.

The financial status is set forth in attached copy of the Authority's official annual report.

PARKING AUTHORITY ORGANIZATION

The San Francisco Parking Authority is composed of:

Five Members appointed for four-year terms by the Mayor and approved by the Board of Supervisors.

Staff composed of three members, including the Director.

PARKING AUTHORITY FUNCTION

The Parking Law of 1949 recognized that the provision of additional parking facilities and the performance of all undertakings incidental to providing such facilities are public uses and purposes for which public money may be spent and private property acquired and are governmental functions. (California Streets and Highways Code, Sec. 32501).

Pursuant to this legislative notice, the State Legislature permitted, subject to the determination by the local legislative body that there is need for an authority to function, a public body corporate and politic known as the Parking Authority of the City and County of San Francisco. The San Francisco Board of Supervisors recognized the need for such a parking authority, and the Administrative Code, Chapter 17, expressed this need and assigned jurisdiction and control over parking projects to the Parking Authority of the City and County of San Francisco.

The State Code (Sec. 32656, Streets and Highways) mandated a five-member authority. Mayor Elmer E. Robinson, in October 1949, appointed, with confirmation by the Board of Supervisors, the first Chairman and Members of the San Francisco Parking Authority.

The Parking Authority is authorized to issue revenue bonds, acquire property, sell property, construct public parking facilities and public rights of way convenient thereto, and to administer facilities to be used as off-street parking lots and garages. Such facilities may provide for the performance of services to the public incidental or advantageous to public parking projects and which are reasonably necessary to utilize such property as a public parking facility for the purpose of regulating, controlling and relieving the congestion of street traffic.

The Authority is responsible for the proper performance of lessees or operators of public parking facilities and the promotion of the public interest. The administration, books and records of such operators are subject to Authority scrutiny.

Finally, the Authority advises the Mayor and the Board of Supervisors on all matters pertaining to off-street parking and the parking and traffic control regulatory field.

PARKING AUTHORITY BUDGET

Salaries and Parking Authority Administration	\$81,919
Provided to Other Departments:	
City Attorney	37,380
Real Estate	15,670
Light, Heat and Power (PUC)	3,575
Controller	2,750
Department of Public Works:	
Building Repair/Maintenance	15,000
Street Cleaning Bureau	116,822
Traffic Engineers	9,450
Building Inspection (Public Garages)	2,200
Tax Collector: Possessory Interest Tax	
Golden Gateway	43,900
Japan Center	12,310

FACILITIES CONSTRUCTED AND IN OPERATION

The following parking facilities have been financed and built as cooperative projects between the City and private business:

<u>Name</u>	<u>Completed</u>	<u>Stall Capacity</u>	<u>Land Cost</u>	<u>Construction Cost</u>	<u>Total Project Cost</u>
*Union Square Garage	September 11, 1942	1,081	\$ -0-	\$1,646,331	\$1,646,331
Marshall Square Parking Plaza	November 1, 1948	111	-0-	-0-	-0-
St. Mary's Square Garage	May 12, 1954	828	417,513	2,300,000	2,717,513
**Ellis-O'Farrell Garage	August 5,	900	-0-	-0-	2,800,000
Fifth & Mission Garage	August 28, 1958	938	1,690,970	2,966,697	4,657,667
Expansion I	November 21, 1961	534	-0-	1,000,000	1,000,000
Expansion II	February 6, 1970	316	258,100	1,188,700	1,446,800
Civic Center Plaza Garage	March 1, 1960	840	-0-	4,298,822	4,298,822
Sutter-Stockton Garage	November 19, 1960	870	2,665,069	3,837,177	6,502,246
Expansion I	July 1, 1976	555	1,000,000	5,166,847	6,166,847
Portsmouth Square Garage	August 24, 1962	504	-0-	3,181,500	3,181,500
Golden Gateway Garage	December 21, 1966	1,000	1,090,000	6,135,000	7,225,000
Japanese Cultural Center Garages	February 16, 1968	850	256,640	3,750,000	4,006,640

*All debts of the Union Square Garage Corporation have been retired, and effective August 31, 1961, it assigned all of its interest in the Management and Occupancy Agreement to the City. After transferring its remaining assets to the City, the Union Square Garage filed a certificate of winding up and dissolution with the Secretary of State. A new operating lease was executed between the City and private garage operator for a period of ten years and nine months commencing October 1, 1967.

**Privately financed and operated until July 20, 1965, at which time it was acquired by the City.

CAPITAL IMPROVEMENT PROJECTS - 1981-82

PROJECT NUMBER	ENTITLEMENT	AMOUNT	COMMENT
477	Laguna Honda School Public Parking	\$ 65,480	Lease negotiated by Real Estate Department
5011	Parking Meter Conversion Program	904,121	Completed
503	Moscone Convention Center Garage	320,000	Plans & specifications in progress
506	Marina Public Parking Facility Double Decking	43,800	Plans & specifications in progress by DPW Engineers
507	Performing Arts Garage	4,501,512	Construction bid awarded 6/10/81 Projected completion June 1982
508	Mission Bartlett Parking Plaza Double Decking	120,000	Projected completion - 1981
---	St. Mary's Square Garage	12,500	Air rights study has been "work ordered" to Real Estate Dept. Air rights proposed for hotel development - which will result in sale (price of air rights to be determined)

Projects approved and in operation: 21

<u>District</u>	<u>Parking Stalls</u>	<u>Cost</u>
*Eureka Valley -Castro Street	20	\$ 79,768
-Collingwood Street	18	143,838
West Portal - West Portal Avenue	20	135,490
- Claremont-Ulloa Streets	24	192,650
Geary - Geary Boulevard	22	101,133
- 18th-19th Avenues	36	164,486
Inner Irving - 8th-9th Avenues	36	208,391
Outer Irving - 20th Avenue	25	111,018
Noe Valley - 24th Street	16	53,947
Portola - Felton Street	15	42,451
Mission - 16th & Hoff Streets	72	284,096
- 24th & Capp Streets	20	88,862
**Mission-Bartlett Parking Plaza	227	645,800
Clement - 8th Avenue	33	153,254
- 9th Avenue	28	108,440
***Lakeside - Junipero Serra & Ocean Avenue	22)	
- 19th & Ocean Avenues	21)	42,025
North Beach - Vallejo Street	163	874,645
Marina - Pierce Street	82	855,622
Polk - Redding School	40	257,351
Excelsior - Norton-Harrington Streets	<u>30</u>	<u>131,217</u>
	970	\$4,674,484

*In fiscal year 1980/81 metered stalls at Eureka Valley were reduced by three to create parking spaces for physically handicapped.

**Transferred to Neighborhood Off-Street Parking Program June 1974

***Transferred to Neighborhood Off-Street Parking Program March 1965

FUNDS GENERATED BY PARKING AUTHORITY
TO GENERAL FUND AND OTHER DEPARTMENTS
July 1980 to June 1981

FACILITY	GENERAL FUND	COMMISSION (Real Estate)	Recreation & Park Dept.	1947 PARKING BOND FUND	OFF-STREET PARKING FUND
Marshall Square Garage	\$ 71,664	\$180			
St. Mary's Square Garage	6,118	330	\$ 47,546	\$25,549	
Seventh & Harrison Parking Plaza	151,106	180			
Union Square Garage			\$1,471,831		
Vallejo Street Garage		180			\$183,554
Proposition S - Non-Profit Corp. Tax 25% of Gross Revenue	<u>1,000,000</u>				
TOTALS	<u>\$1,228,888</u>	<u>\$870</u>	<u>\$1,519,377</u>	<u>\$25,549</u>	<u>\$183,554</u>

It is also worthy to note that the Civic Center Non-Profit Corporation retired \$1,000,000 + in bonds, which will result in the facility being returned to the City (Recreation & Park Dept.) on an accelerated basis

Report of
Director Margaret Brady

METERS AND OFF-STREET PARKING FUND

The change of meter rates and installation of new heads in all districts is now complete. The increase in fees is projected to provide the Off-Street Parking Fund with \$5.3 million annually.

Supervisor Louise Renne and the Parking Authority cooperated in amending the Traffic Code to provide that at July 1, 1982 the first \$3 million of the fund will go to the General Fund for traffic related items. This is a 100% increase from \$1.5 million.

The Parking Authority will use the balance, \$2.3 million, for construction of the second deck for Mission-Bartlett and for addition to the Marina public parking lot.

NEIGHBORHOOD PARKING

Clement Street West

New meters have been installed between 23rd Avenue and 26th Avenue.

18th & Castro Lot

Public hearings have been held by the Board of Supervisors (Streets and Transportation) with regard to the noise and disturbances at this site. Neighbors and merchants seem to have arrived at agreement. The Parking Authority will provide additional lighting.

Geary Boulevard

The Parking Authority has been asked to enter into a lease agreement for public parking on the two floors above Merrill's (Geary between 16th and 17th Avenues). This will provide some additional 148 public parking spaces for the Clement Street restaurants and the merchants on Geary proper.

Geary Boulevard (East of 14th Avenue)

Chair Donald Magnin and Director Margaret Brady met with the merchants regarding parking in the area adjoining Jordan Park. The Parking Authority has work-ordered Traffic Engineers to update their parking survey for this area to indicate need and possible remedy.

Inner Sunset - Laguna Honda School

The Board of Supervisors has given the Parking Authority permission to enter into a lease with the Board of Education for parking at the Laguna Honda School play yard area. This will provide 51 public parking stalls for this area.

Inner Sunset - 8th and 9th Avenues

Request has been made of the Department of Public Works to reverse the entrance and exit at this lot. The advent of Muni Metro on 9th Avenue has made entrance from that avenue difficult and cars have been congesting the area awaiting entrance. It is felt that entering on 8th Avenue and exiting on 9th Avenue will permit better service at this site.

Marina

The Department of Public Works, Bureau of Engineers, has been given an appropriation to draw plans and specifications for this addition. Bids should be received and a start-up date of early 1982.

Mission-Bartlett

Because of General Fund needs, the Parking Authority was asked to declare \$2,750,000 of Off-Street Parking Funds to implement the City's 1981/82 budget. This, together with the \$1.5 million mandated by the Traffic Code, left the Parking Authority with anticipated revenue of \$1,025,000 for this fiscal year. Consequently, construction of the second deck at this location (approximately \$1.5 million) has been delayed until fiscal year 1982/83.

PARKING RATES AND TAXES

The policy of the Parking Authority as set by the Mayor and Board of Supervisors, continues to discourage the long-term parker and eliminate by attrition all monthly parkers. The first four-hour rates are to accommodate the short-term, turnover parker who shops or seeks professional services in the downtown area.

PRESENT STATUS OF 1947 PARKING BOND FUND

Original Bond Fund	\$5,000,000.00
(Authorized and issued 1947)	
Transferred to Account	232,684.59
Appropriated	\$5,232,684.59
Expended	5,230,438.41
Surplus *	\$ 2,246.18
Unappropriated balance June 30, 1981	\$ 25,049.00

* Account closed June 30, 1960, surplus funds transferred to Unappropriated Account No. 1990

COMPARATIVE STATEMENT
Municipally Owned Parking Garages

FACILITY	GROSS INCOME		RENT PAID TO CITY OF SAN FRANCISCO			
	1979-80	1980-81	DIFFERENCE		1979-80	1980-81
			\$'s	%		
Civic Center Plaza	\$ 848,579	\$ 979,565	\$ 130,986	15.4%	*	
Ellis-O'Farrell	1,462,849	1,515,004	52,155	3.6	*	
Fifth & Mission	1,491,295	1,631,651	140,356	9.4	*	
Golden Gateway	1,978,964	2,280,824	301,860	15.3	*	
Japan Center	388,877	479,520	90,643	23.3		
Marshall Square	125,826	123,825	- 2,001	- 1.6	\$ 73,502	\$ 71,806
Portsmouth Square	1,069,467	1,200,422	130,955	12.2	**	\$ -1,696
St. Mary's Square	1,621,300	1,777,633	156,333	9.6	73,443	79,543
Seventh & Harrison	188,008	189,311	1,303	0.7		6,100
Sutter-Stockton	1,913,058	2,331,158	418,100	21.8	134,408	148,094
Union Square	2,077,108	2,237,965	160,857	7.7	*	13,686
Vallejo Street - Neighborhood Facility	271,880	312,265	40,385	14.9	1,265,292	1,471,831
					162,506	206,539
TOTALS	<u>\$13,437,211</u>	<u>\$15,059,143</u>	<u>\$1,621,932</u>	<u>12.0%</u>	<u>\$1,709,151</u>	<u>\$1,955,008</u>
						21,228
						\$245,857
						14.4%

*Rent is equal to 100% of net income after operating costs and debt service charges

**Rent is equal to 103% " " " " " "

Comparative Statement - Continued

FACILITY	TAX PAID		TAX AND RENT		AUTOMOBILES PARKED		DIFFERENCE	
	1979-80	1980-81	1979-80	1980-81	1979-80	1980-81	\$'s	%
Civic Center Plaza	-	-	-	-	\$ 420,354	\$ 412,561	\$- 7,793	- 1.9
Ellis-O'Farrell	\$ 26,823	\$ 27,085	\$ 26,823	\$ 27,085	532,674	546,370	13,696	2.6
Fifth & Mission	27,570	27,838	27,570	27,838	1,277,000	1,130,878	-146,122	-11.4
Golden Gateway	43,897	44,325	43,897	44,325	452,331	489,787	37,406	8.3
Japan Center	12,305	12,425	12,305	12,425	244,923	294,513	49,590	20.2
Marshall Square	1,670	1,687	75,171	73,493	71,749	48,981	- 12,768	-17.8
Portsmouth Square	13,146	13,274	13,146	13,274	643,594	685,634	42,040	6.5
St. Mary's Square	12,235	12,354	78,122	91,897	368,325	370,768	2,443	0.7
Seventh & Harrison	2,433	2,457	168,630	150,551	136,629	146,204	9,575	7.0
Sutter-Stockton	56,397	56,946	56,397	56,946	1,219,450	1,273,056	53,606	4.3
Union Square	24,789	25,031	1,290,081	1,496,862	930,140	922,322	- 7,818	- 0.8
Vallejo Street - Neighborhood Facility	4,618	4,663	166,959	188,397	246,961	252,430	5,469	2.2
TOTALS	\$225,883	\$228,085	\$1,959,101	\$2,183,093	\$6,544,180	\$6,583,504	\$39,324	0.6

METER COLLECTIONS
NEIGHBORHOOD DISTRICTS

Parking Lots	Location	No. of Meters	GROSS INCOME		DIFFERENCE \$'s	%	TOTALS To Date
			1979-80	1980-81			
POLK	Redding School	40	\$ 6,933	\$ 6,802	\$ -131	- 1.9%	\$ 68,771
WEST PORTAL	West Portal Claremont-Ulloa	20 24	6,033	9,967	3,934	65.2	66,662
LAKESIDE VILLAGE							
Plaza I	Junipero Serra & Ocean	22	5,528	10,122	4,594	83.1	83,366
Plaza II	19th & Ocean Avenues	21					
MARINA	Pierce Street	82	13,633	22,666	9,033	66.3	124,879
MISSION	16th & Hoff	72	8,582	11,482	2,900	33.8	109,834
	24th & Capp	20	3,154	5,158	2,004	63.5	32,836
	Mission-Bartlett Plaza	227	47,098	57,898	10,800	23.0	310,798
EUREKA VALLEY	Castro Street	20	6,925	8,837	1,912	27.6	77,216
	18th & Collingwood	18					
NOE VALLEY	24th Street	16	2,708	3,507	799	29.5	28,826
IRVING	8th & 9th Avenues 20th Avenue	26 25	8,985	14,701	5,716	63.6	101,467
CLEMENT	8th Avenue 9th Avenue	33 28	8,113	15,683	8,570	93.3	85,204
EXCELSIOR	Norton-Harrington	30	4,118	4,598	480	11.7	46,102
GEARY	Geary Blvd. 18th & 19th Avenues	22 36	8,808	10,867	2,059	23.4	90,098
PORTOLA	Felton	15	2,080	3,248	1,168	56.1	16,741
- Restitution		--	433	210	-223	-51.5	900
TOTALS		807	\$133,131	\$185,746	\$52,615	39.5%	\$1,243,700

ACKNOWLEDGEMENTS

The Parking Authority wishes to express its appreciation and acknowledge the cooperation and assistance of Mayor Dianne Feinstein, the Chief Administrative Officer, Members of the Board of Supervisors, the City Attorney, Controller, Director of Property, Director of Public Works, City Engineer, Traffic Engineer, Director of Planning, the private garage industry, the public spirited citizens comprising the corporations sponsoring many major projects, and others who have given so generously of their time and contributed so greatly to the advancement of its programs during the past year.

A special acknowledgement must be made of the Parking Authority Chair, Donald Magnin and Members Dr. Amancio G. Ergina, Francis H. Louie, Achille H. Muschi and John Patrick Short.

Ruth Church Gupta, the Parking Authority's first female member resigned after serving for only three months. Mrs. Gupta was appointed to the Fair Political Practices Commission of the State of California. We congratulate Mrs. Gupta and know her talent and experience will be a great asset to this Commission and a loss to the Parking Authority.

Mayor Feinstein appointed Mr. John Patrick Short of the Polk Street Merchants vice Mrs. Gupta. We welcome "Pat" and the Parking Authority has already benefited from his active interest and knowledge of the problems of the San Francisco small merchant.

Respectfully submitted,

PARKING AUTHORITY OF THE CITY
AND COUNTY OF SAN FRANCISCO

Margaret L. Brady
Director

PARKING FACILITIES
CITY AND COUNTY OF
SAN FRANCISCO

